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SPECIAL DEVELOPMENTS

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Specific Plan

HUNTINGTON BEACH

ORDINANCE

CODE



The Downtown Specific Plan

for the implementation of the
Huntington Beach Coastal Element

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HUNTINGTON BEACH CALIFORNIA
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DOWNTOWN SPECIFIC PLAN



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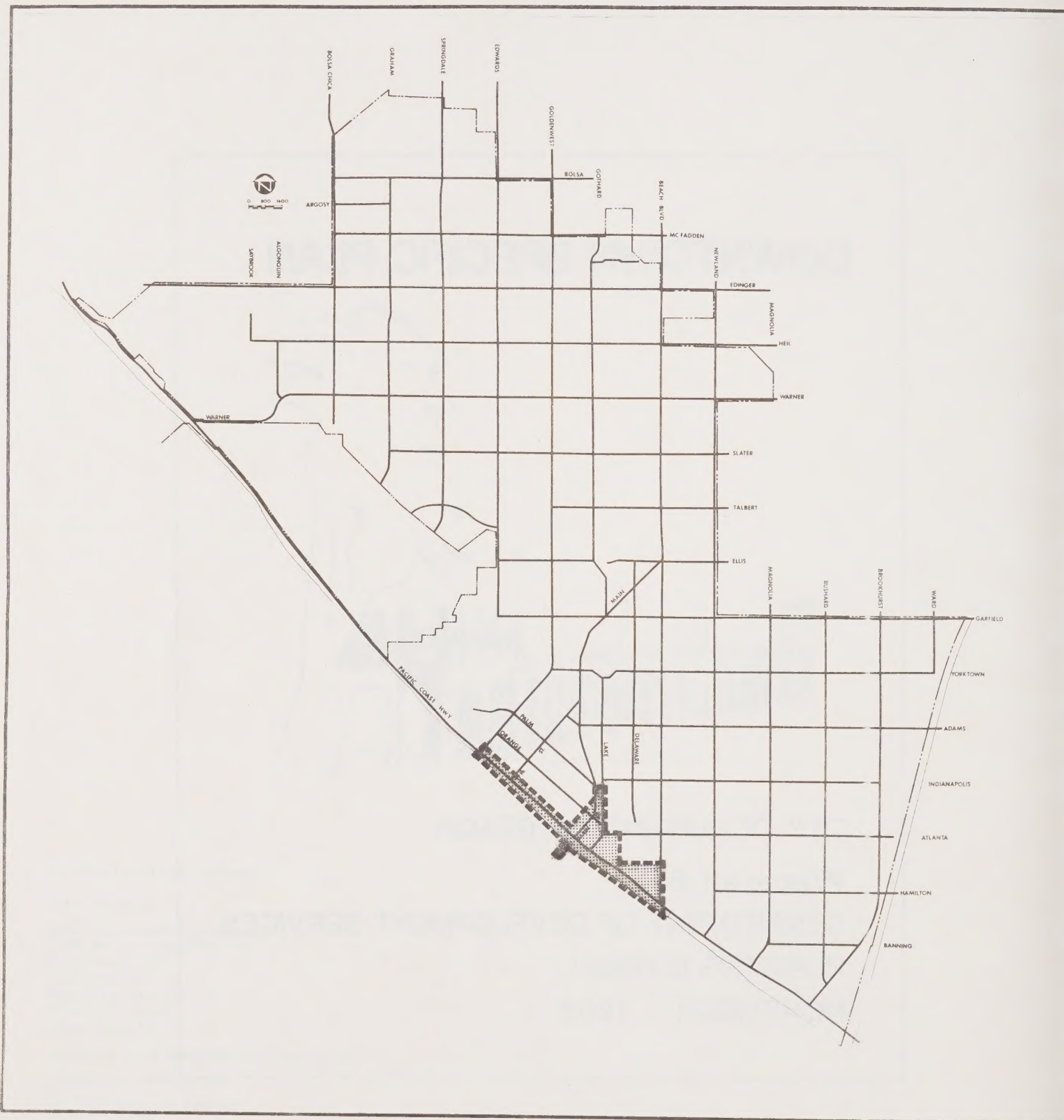
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DEPARTMENT OF DEVELOPMENT SERVICES

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NOVEMBER 1983

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HUNTINGTON BEACH CALIFORNIA
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Vicinity Map

Figure 1.0


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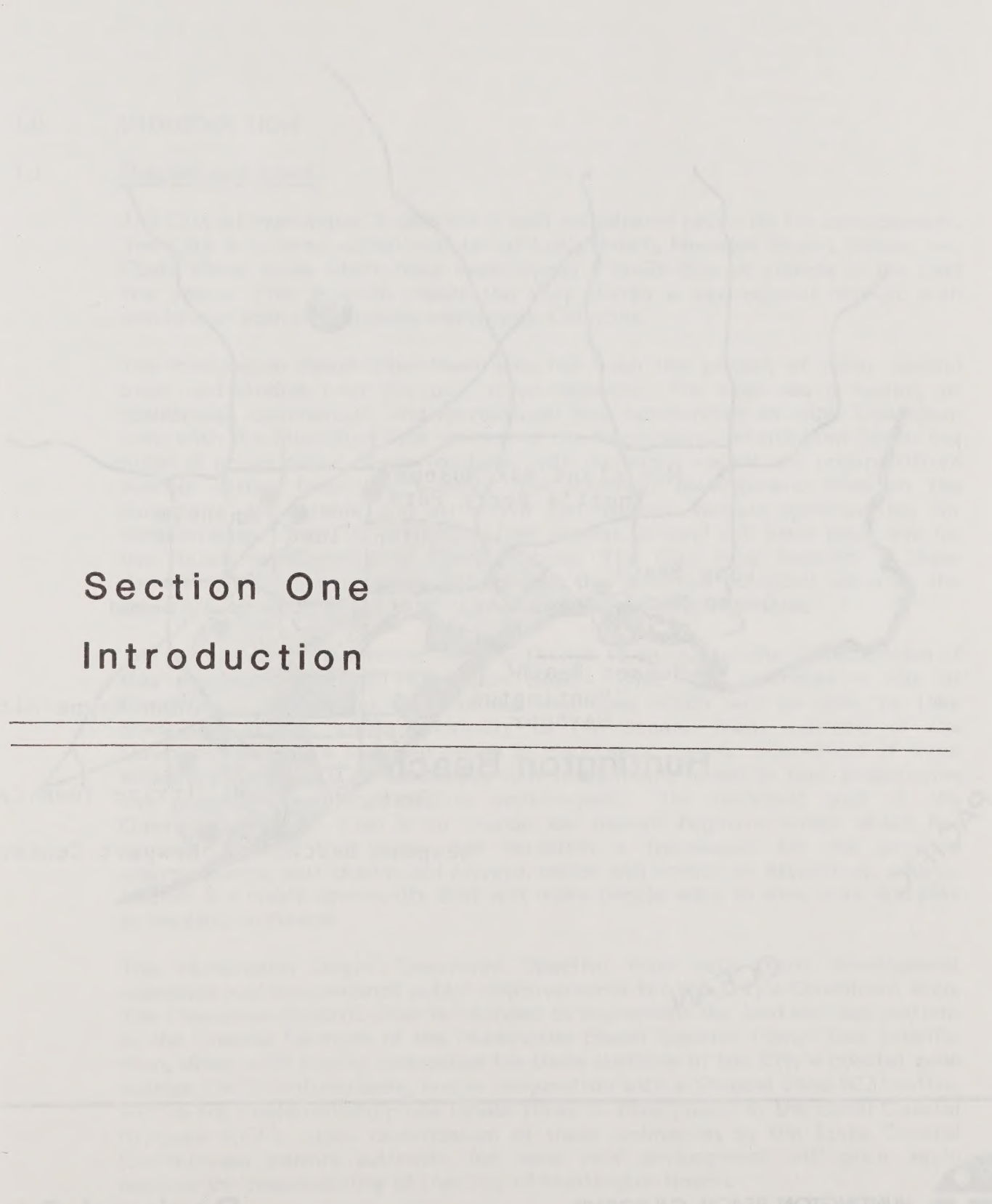
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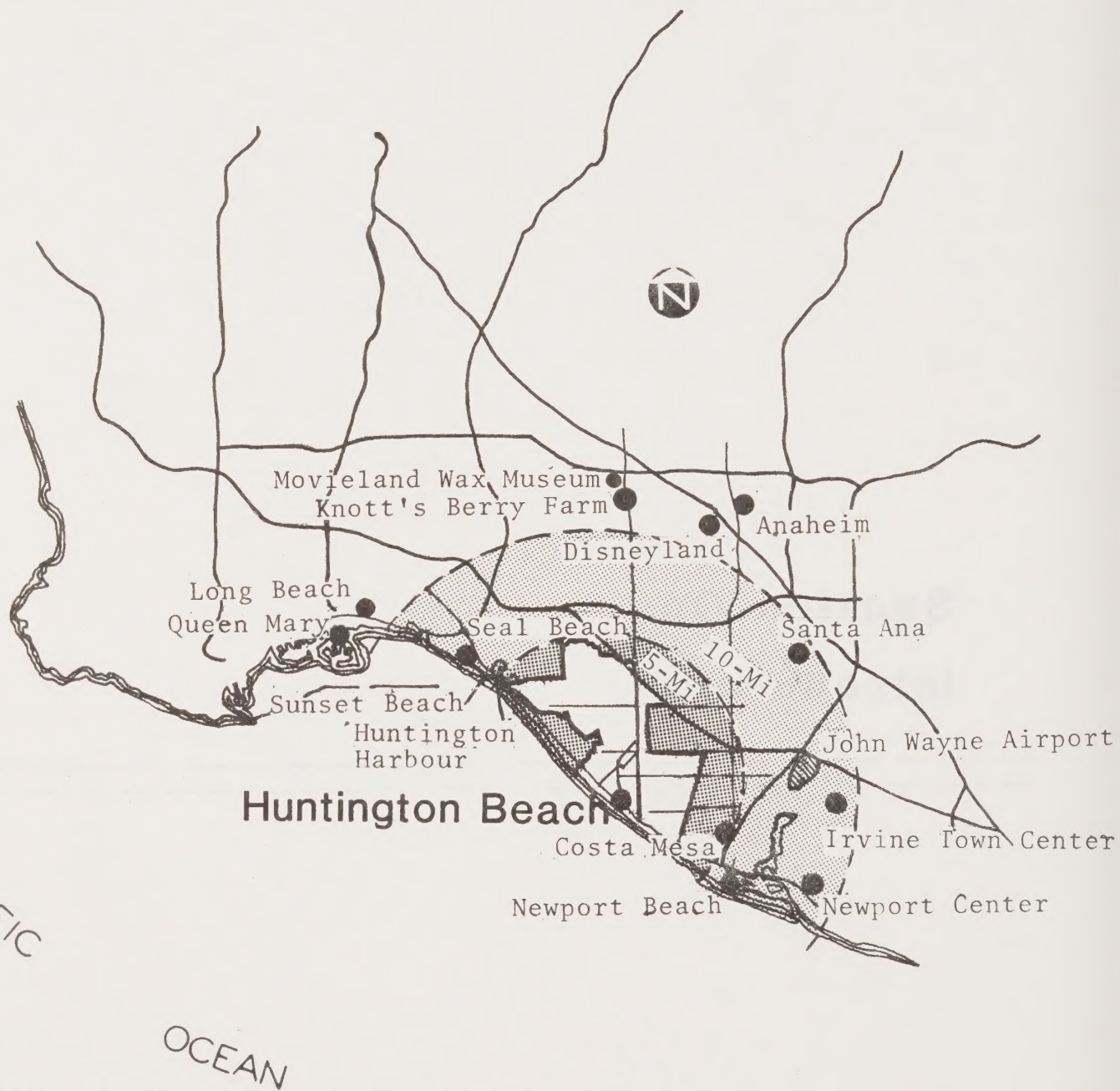
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Section One

Introduction





HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Regional Context

FIGURE 1.1

1.0 INTRODUCTION

1.1 Purpose and Intent

The City of Huntington Beach has a well established potential for development. The City is located within minutes of Long Beach, Newport Beach, Irvine, and Costa Mesa, areas which have experienced a great deal of change in the past few years. This location means the City shares a sub-regional market with portions of both Los Angeles and Orange Counties.

The Huntington Beach Downtown area has been the subject of many special plans and studies over the past three decades. The area has a variety of residential, commercial, and recreational uses surrounding an older Downtown core with the Municipal Pier serving as the focal point. Huntington Beach has miles of prime public ocean frontage, with numerous vacant and under-utilized parcels across from the beach. The potential development sites in the Downtown are sizable and attractive and present various opportunities for consideration. The City recognizes that market demand will exert pressures for the future development of these parcels. The City must respond to these demands in a manner which will achieve the optimum potential while at the same time protecting the existing character of the neighborhoods.

The purpose of the Downtown Specific Plan is to encourage the revitalization of this important area of Huntington Beach. The Plan promotes a mix of commercial, residential, and recreational uses which will be able to take advantage of the area's proximity to the ocean. Many sections of the Downtown project a negative image of Huntington Beach. The effect of these existing conditions is to discourage new investment, which in turn perpetuates the unsightly and unproductive environment. The principal goal of the Downtown Specific Plan is to change the overall negative image which has evolved through the years, and establish a framework for the physical improvements, both public and private, which will create an attractive, unique, vibrant and viable community that will make people want to live, work and play in Huntington Beach.

The Huntington Beach Downtown Specific Plan sets forth development standards and recommends public improvements for the City's Downtown area. The Downtown Specific Plan is intended to implement the land use designations in the Coastal Element of the Huntington Beach General Plan. This Specific Plan, along with zoning ordinances for those portions of the City's coastal zone outside the Downtown area, and in conjunction with a Coastal Zone (CZ) suffix, will be the implementing phase (phase three or final phase) of the Local Coastal Program (LCP). Upon certification of these ordinances by the State Coastal Commission, permit authority for most new development will once again become the responsibility of the City of Huntington Beach.

1.2

Specific Plan Procedure

California State law authorizes cities with complete General Plans to prepare and adopt Specific Plans (Government Code Sections 65450 et. seq.). Specific Plans are intended to be a bridge between the local General Plan and individual development proposals. Specific Plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, detailed development standards and other regulatory methods into one document which can be tailored to meet the needs of a specific area.

Local planning agencies or their legislative bodies may designate areas within their jurisdiction as ones for which a Specific Plan is "necessary or convenient" (Government Code Section 65451).

The legislative body may adopt a Specific Plan either by ordinance or resolution (Government Code Section 65507). Adoption by ordinance is common when the Specific Plan amends a development code, zoning ordinance, or other code, when specific regulatory measures are included and when local charters require adoption by ordinance. Resolutions are commonly used when the plan is more of a policy document.

Should the legislative body wish to change a proposed Specific Plan recommended by the Planning Commission, the change must first be referred back to the Commission for consideration, if not previously considered, (Government Code Section 65504). If the Commission fails to act on the proposed change within 40 days, it is deemed approved. The same procedure applies to subsequent amendments to the plan.

Adoption or amendment of a Specific Plan constitutes a project under the California Environmental Quality Act (CEQA) and the State's Environmental Impact Report (EIR) guidelines. If the initial study shows that the proposed or amended General Plan could significantly affect the environment, the jurisdiction must prepare an EIR and submit it in draft form for public review. The need for an EIR in a particular case is determined by the local government.

A Specific Plan and an EIR on a Specific Plan overlap extensively; they must address many of the same concerns and the process for preparing them is nearly identical. Therefore, environmental assessment should be an integral part of preparing or revising a Specific Plan.

1.3

Authority

The State of California requires that all cities and counties prepare and adopt a comprehensive General Plan for the physical development of their area of jurisdiction. Following the adoption of the General Plan, the entity is required to develop and adopt regulating programs (zoning and subdivision ordinances, building and housing codes, and other regulations), which will implement the policies described in the General Plan.

The Huntington Beach City Council adopted the Coastal Element as part of the City's General Plan on January 19, 1981. On March 16, 1981 Council authorized staff to draft the Downtown Specific Plan as a means of implementing portions of the Coastal Element. Following review by the

California Coastal Commission, the Coastal Element was amended by the City Council on August 2, 1982, and certified in geographic part by the Coastal Commission in November, 1982. The Coastal Element was again amended by the Council on May 16, 1983. This amendment along with any subsequent amendments brought about by the adoption of the Downtown Specific Plan will be submitted to the Coastal Commission for review and certification.

1.4 Scope

The Downtown Specific Plan is divided into four sequential sections. The first section describes the purpose and intent of the Downtown Specific Plan along with a brief explanation of Specific Plan procedure and authorization.

The second section is intended to establish the reasons why the Specific Plan process is logical and necessary for this portion of the City. This section presents a general description of the Specific Plan area including designated land uses, existing zoning and existing uses along with special characteristics and existing conditions which make this area unique.

Section Three describes the Specific Plan design concept. The design concept evolves from the objectives outlined in Section One and the existing conditions discussed in Section Two, along with input from numerous public meetings and special studies conducted by and for the City. Section Three also presents the land uses proposed for various districts in the Downtown area and the circulation, open space, public facilities and infrastructure which will support the land uses and reinforce the design concept. Strategies for phasing the implementation of these facilities and features are outlined to coordinate the development of the Downtown area and achieve the objectives identified in the City's Coastal Element.

Section Four presents a detailed description of the development standards which are necessary to guide and regulate new development as well as to carry out the goals and policies of the coastal program. The development standards are listed by district enabling easy comparison. This section also outlines the administrative procedures and general development provisions which are consistent in all districts and apply to all development. The introduction of special use overlays for resource production and conservation areas are also presented.

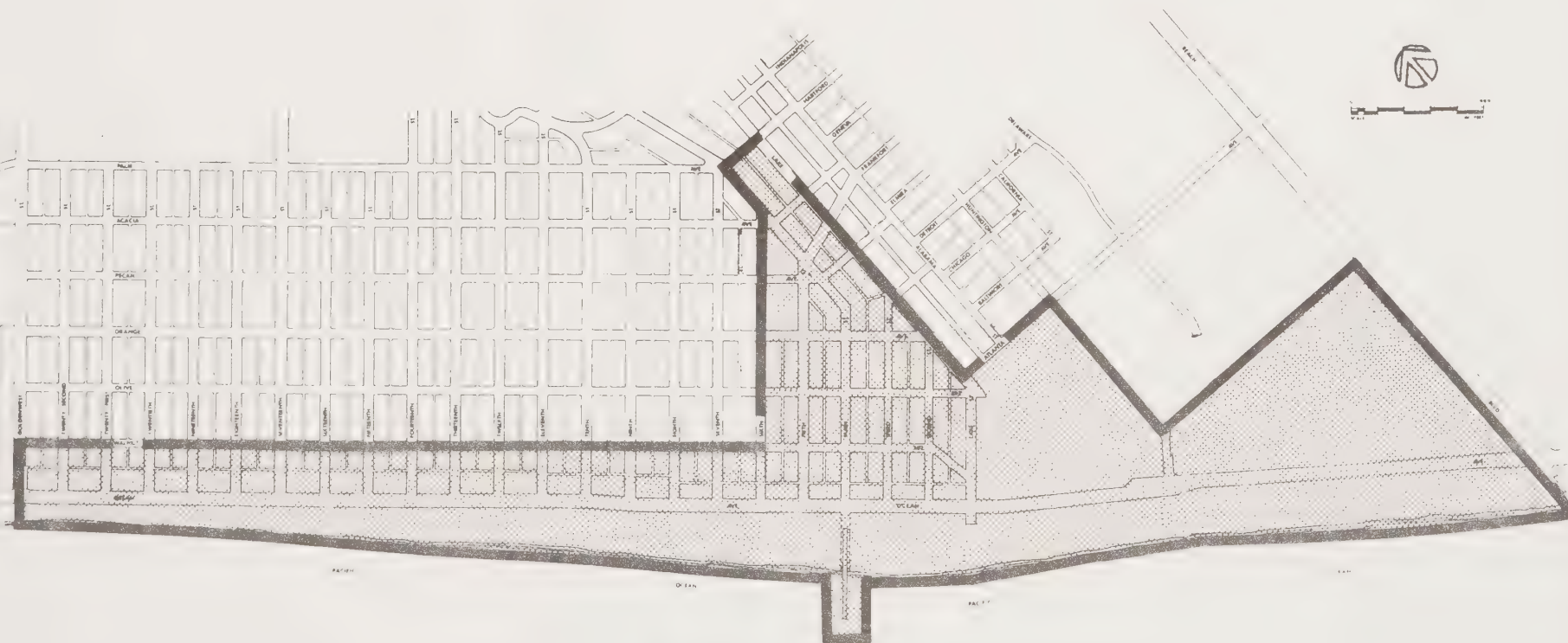
An appendix has been compiled which contains the special reports and studies from which many of the concepts in this Specific Plan were derived, this appendix has not been incorporated into this document. Also prepared under a separate cover is the Downtown Specific Plan Environmental Impact Report 82-2.

Section Two

Area Description

LEGEND

— SPECIFIC PLAN BOUNDARY



2.0 AREA DESCRIPTION

The Downtown area is within the City's coastal zone boundary and presents several particularly complex issues which have led to this unique planning approach. This area is characterized by numerous small parcels and dispersed ownerships with an extremely diverse mix of activities. Many of the structures were built in the 1920's; some are seismically unsafe. In addition, a large portion of the area is presently vacant with a tremendous potential for development. The California Coastal Act adds still another set of considerations to the planning process by requiring that certain regional and statewide coastal concerns be included in any plans for the area.

2.1 Boundary

The Downtown Specific Plan includes the seventeen blocks on the ocean side of Walnut Avenue between Goldenwest and Sixth Streets, a central area between Sixth and Lake Streets extending up to Hartford Avenue, and properties generally south of Atlanta Avenue between Lake Street and Beach Boulevard (see Figure 2.1). The Specific Plan area also encompasses the beach between Goldenwest Street and Beach Boulevard, including the municipal pier. The Specific Plan area includes approximately 336 total acres.

2.2 General Plan Designations

Land use designations for the Specific Plan area were established by the City's Coastal Land Use Plan which was adopted as part of the City's Coastal Element and became part of the City's General Plan (see Figure 2.2). The Coastal Element used many of the same designations currently established for other parts of the City; in addition new designations which more specifically reflect the intent of the State Coastal Legislation were also adopted (Visitor-Serving Commercial, Mixed-Use (Office/Residential), Mixed-Use (Commercial/Support Recreation), and Open Space (Recreation)).

LEGEND



RESIDENTIAL - High Density



MIXED USE - Office/ Residential



MIXED USE - Commercial/ Recreation



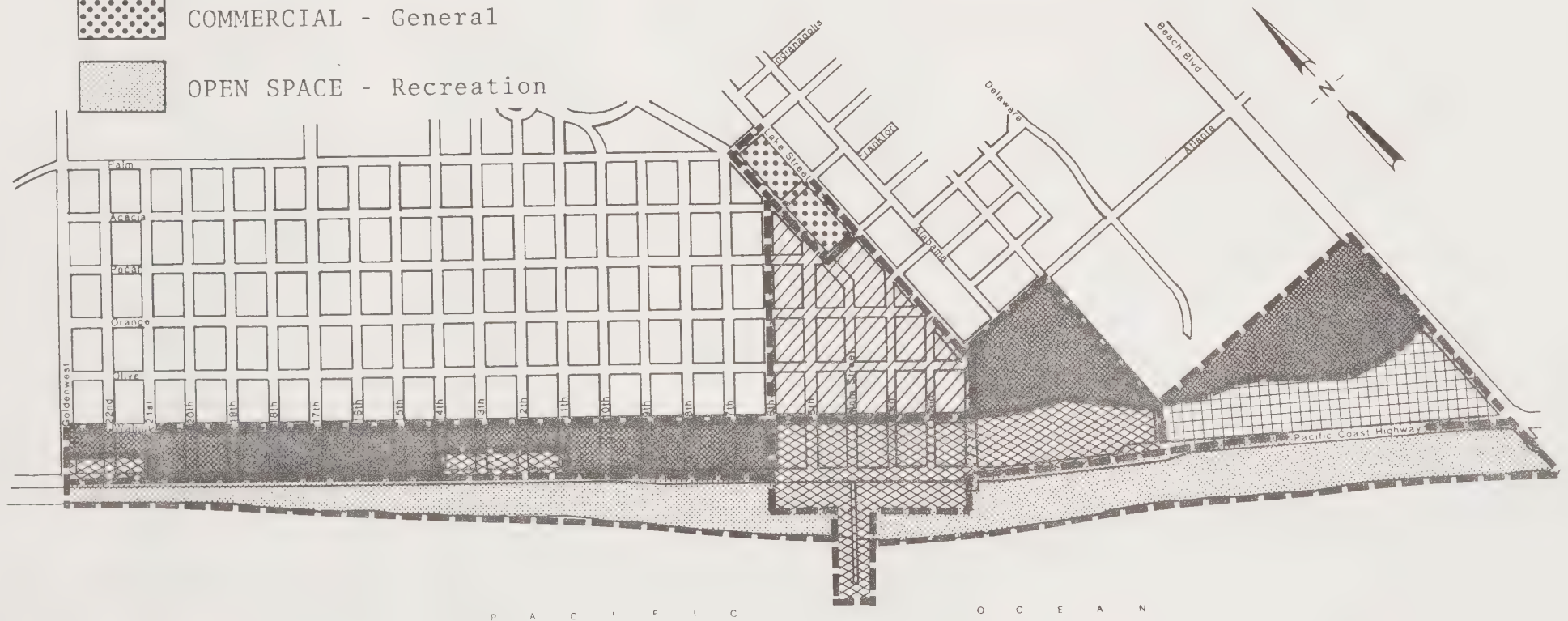
COMMERCIAL - Visitor-Serving



COMMERCIAL - General



OPEN SPACE - Recreation



Res. No. 5147 August 2, 1982

The adopted General Plan designates the seventeen block area between Goldenwest and Sixth Streets primarily for high density residential use with a maximum allowable density of 35 units per acre on a fully consolidated block; this area accounts for approximately 44 acres. Within this section of the Specific Plan two nodes are designated for visitor-serving commercial uses, totalling approximately 8 acres. These commercial nodes include a two block area between Goldenwest and Twenty-First Streets and a three block area between Eleventh and Fourteenth Streets. Another visitor-serving commercial area is designated adjacent to the municipal pier. This area includes the five inland blocks facing Pacific Coast Highway between Sixth and Lake Streets and the pier and a portion of the public parking lots. The visitor-serving commercial category is a new designation created in response to the Coastal Act policy which encourages adequate visitor-serving facilities in the coastal area. The principal intended uses are hotels, motels, restaurants, theaters, museums, specialty and beach-related retail, and service uses. These uses are located near visitor-drawing attractions such as the Municipal Pier and the beaches, and along major access routes from inland areas. Office and residential uses shall be conditional and shall only be permitted if visitor serving uses are either provided prior to other development or assured as part of the development.

Inland from the first block, the plan designates twelve blocks for mixed-use (office/residential) uses, approximately 44 acres. The City's General Plan includes a broad mixed development category intended to encourage maximum flexibility. The Coastal Element refined the category to provide more direction for the types and level of development desired. Two new mixed use categories were developed for the coastal zone.

The intent of the mixed-use office/residential designation is to allow a mix of medium to high density apartments and condominiums with professional office space. This can be accomplished by integrating residential and office uses within the same general area or by vertically mixing these uses within the same building. Limited ancillary retail commercial and service uses are also conditionally permitted; however, the emphasis is on the office/residential mix. To the north of this area approximately 8 acres are designated as general commercial.

Southeast of the Downtown core is another visitor-serving commercial area adjacent to Pacific Coast Highway between Lake and Huntington Streets, approximately 13 acres. The area further south along the highway is another new mixed-use designation, commercial/recreation, approximately 29 acres in size. This designation conditionally allows commercial facilities as a major use and recreational facilities as a support use. It is especially appropriate for large areas which can be planned as one coordinated development. The intent is to encourage uses that are open to the public and that capitalize on the beach location.

The areas immediately north of the commercial areas adjacent to Pacific Coast Highway are designated for high density residential uses for a total of 57 acres.

Another new designation is open space recreation which will accommodate passive and active recreational uses. The entire beach area has this designation which encompasses approximately 103 acres.

LEGEND

- [MH] MOBILE HOME DISTRICT
- [R1] OFFICE-PROFESSIONAL DISTRICT
- [RA] RESIDENTIAL AGRICULTURAL DISTRICT
- [R2] COMMUNITY FACILITIES (RECREATION) DISTRICT
- [R3] SINGLE FAMILY RESIDENCE DISTRICT
- [R4] TWO FAMILY RESIDENCE DISTRICT
- [R5] LIMITED MULTIPLE FAMILY RESIDENCE DISTRICT
- [R6] MULTIPLE FAMILY RESIDENCE DISTRICT
- [B1] GENERAL BUSINESS DISTRICT
- [B2] INDUSTRIAL DISTRICT
- [C1] NEIGHBORHOOD COMMERCIAL DISTRICT
- [C2] HIGHWAY COMMERCIAL DISTRICT
- SUFFIX LEGEND
- [O] COMBINED WITH OIL PRODUCTION
- [A] COMBINED WITH OIL PRODUCTION IN AREA BOUNDED BY PALM AVE. ON NW, GOLDENWEST ST. ON NW, OCEAN AVE. ON SW, & SEVENTH ST. ON SE
- [P] DESIGNATES PRECISE PLAN OF STREET ALIGNMENT
- [D] COMBINED WITH OIL PRODUCTION
- [R] COMBINED WITH OIL PRODUCTION



Existing Zoning








Zoning throughout the Downtown area has evolved over the years. There are predominantly two types of zoning presently in place, commercial (C3) and residential, with residential densities ranging from low (Oldtown Specific Plan) to high (R4).

The majority of the property between Goldenwest and Lake Streets is zoned C3, general business district (Commercial). This includes the front half of the seventeen blocks between Goldenwest and Sixth Streets and most of the central Downtown core area. The C3 zoning district allows a wide variety of uses including any use permitted in the City's three other commercial zoning districts such as retail shops, banks, theaters, automobile sales, professional offices, motels, and other uses. The C3 zone imposes few development restrictions; there are no front, side or rear yard setbacks, no maximum percentages of site coverage, no open space requirements and no height restrictions. The C3 zone fully developed would produce 90 gross acres of general commercial uses within the Downtown area with few design controls. The C3 zone does not provide the type of regulations necessary to implement the quality of development envisioned for this area and therefore it is no longer an appropriate zone for Downtown.

The northern half of the blocks between Goldenwest and Sixth Streets as well as a small portion of the central core area are zoned R4, high density residential. This zoning district allows one unit for every one thousand (1,000) square feet of lot area or a maximum of 35 units per gross acre for larger projects, with a height limit of 30 feet. There are currently approximately 28 acres zoned R4. The R4 zone is not specifically designed for the unique type of lot configurations and other characteristics of this area. Without modification, including a greater degree of design controls, the R4 zone may not be compatible with the adjacent Townlot Specific Plan zoning district.

Other zones within the Specific Plan area include MH (Mobile Home District), R5 (Office Professional District) which allows hotels and motels as well as professional offices, R3 (Medium-High Density Residential District), Old Civic Center Specific Plan (Mixed-Use, residential, commercial and public facilities), C1 (Neighborhood Commercial District), C4 (Highway Commercial District) and CF-R (Community Facilities District - Recreation Areas). In addition, a zoning suffix of O or O1 (Oil District) is on select parcels. The present pattern of spot zoning with strip commercial is a response to past demands and no longer applies to the efforts of Downtown revitalization.

LEGEND

-  Commercial
-  Residential
-  Oil Production
-  Parking
-  Recreation
-  Public Facilities
-  Vacant



3-1-83



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

FIGURE 2.4

Existing Land Uses

2.4 Existing Land Uses

The existing land uses in the Specific Plan area are extremely varied and diverse. There are numerous cases of nonconforming uses and vacant or under-utilized parcels.

In the seventeen blocks between Goldenwest and Sixth Streets development is sparse. Many of the parcels which front on Pacific Coast Highway are either vacant or used for oil production, while many lots facing Walnut Street are developed as multi-family residences. A few commercial establishments are also scattered along this strip, which account for approximately 50,000 square feet of commercial use.

The area between Sixth and Lake Streets is often referred to as the Downtown "core." This was at one time the City's principal commercial center; now, however, it is characterized by smaller scale uses; surf shops, thirft stores, coffee shops and similar establishments, primarily focused around Main Street.

Many of these Downtown properties have experienced a rapid turnover in commercial tenants. The total amount of commercial square footage presently in the Downtown core is approximately 160,000 square feet.

Land uses farther away from Main Street become more mixed and include single-family and multi-family residences, oil activities, and parking lots along with commercial establishments. At the northern tip of the Downtown core is the old Civic Center site (presently vacant except for the City Library) bounded by Orange Avenue, Main, Fifth and Sixth Streets.

Another residential area exists adjacent to the Downtown core between 3rd and Lake Streets and is devoted to a mix of single and multi-family residential uses. The area along the southeastern boundary of the Downtown area, east of Lake Street, is largely vacant.

Pacific Coast Highway between Lake Street and Beach Boulevard contains a mixture of activities. Two hotels are located in this area which provide a total of nearly 200 rooms with restaurants, meeting rooms and recreational facilities. Inland between Lake Street and Huntington Street, the land is largely vacant and used for some oil facilities. The remainder of the area is mostly comprised of mobile home uses.

The ocean side of Pacific Coast Highway is totally devoted to public beach use. Bolsa Chica State Beach extends southeastward from Goldenwest Street to the Municipal Pier. This area is presently undergoing major renovation through a cleaning up and consolidation of oil operations and a major landscaping and accessway program. The City Beach lies between the Pier and Beach Boulevard. The area is extensively landscaped and contains approximately 2,000 parking spaces with various beach-oriented concessions.



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Existing Conditions

FIGURE 2.5

2.5 Existing Conditions

Oil Production

A large number of parcels in the Specific Plan area are currently in oil production, ranging from 25 foot wide lots to parcels several acres in size. Some parcels are owned by the oil companies themselves and some are leased from private owners. There is a possibility that many of these oil production facilities can be consolidated into smaller areas which would free additional land for development of other uses. A large oil firm analyzed the potential for a unitization project and has taken the initial steps to unit formation with the acquisition of mineral rights. This will enable the remaining oil resources to be tapped from one or two select locations and therefore eliminate the need for pumping units scattered throughout the Downtown area.

Parking Problems

Parking has long been an issue of great concern within the Downtown area. Part of the problem arises from the fact that many of the Downtown buildings and businesses were developed or established under the provisions of long outdated parking regulations. Convenient and abundant parking is a key ingredient for viable commercial development Downtown.

Throughout most of the year, the amount of parking available in the Downtown area is more than adequate to accommodate the demand generated by recreation facilities. However, during the summer there are days when parking capacity is exceeded.

The provision of adequate parking for beach users is a significant issue. Beach parking lots are currently providing the greatest number of spaces; however, additional parking adjacent to the beach areas in private lots and along the shoulder of Pacific Coast Highway and other nearby streets provides an estimated 3,500 spaces. Vacant lots in the area fronting Pacific Coast Highway between Goldenwest and Sixth Streets currently provide an additional 600 parking spaces; use of these lots for parking will phase out as development of the area occurs.

Seismic Problems

Over fifty buildings in the Downtown area have been identified as structurally unsound in the event of an earthquake. Most of these buildings are located in a four-block area in the central core. These existing buildings will ultimately have to either be improved to meet seismic standards or be demolished.

Municipal Pier Problems

In November, 1979, a structural survey of the Municipal Pier was completed which identified serious structural deficiencies and recommended replacement or reconstruction of a major portion of the Pier. The winter storms of 1983 caused substantial damage to the Pier, ultimately resulting in the loss of the "End of the Pier" cafe. The City is committed to restoration of the Pier because of its special identity and its relationship to the Downtown area.

Ownership Patterns

The Specific Plan area between Goldenwest and Lake Streets is characterized by a dispersed ownership pattern. There are a number of 25 foot wide lots held under separate ownerships. In many cases two small lots have been combined to form 50 foot wide parcels. In some instances many lots have been consolidated to form quarter block, half block and even larger parcels. The City owns several parcels between Goldenwest and Lake Streets, including one of the largest consolidated parcels, the old Civic Center site. The property south of Atlanta Avenue between Lake and Huntington Street is consolidated under one private ownership and the 62 acres between Huntington Street and Beach Boulevard is owned by the City. The beach itself is controlled partially by the City (south of and including the pier) and the State (north of the pier).

Main-Pier Redevelopment Project

The majority of the Downtown Specific Plan is also within the expanded Main-Pier Redevelopment Project Area (Amendment No. 1).

The Main-Pier Redevelopment Project was prepared in compliance with the California Community Redevelopment Law which requires preparation of such a plan as the basis for subsequent development of a more definite plan amendment for redevelopment within a designated Project Area. The Main-Pier Project Area has been determined to be blighted and requiring redevelopment to effectuate the public purposes which the California Community Redevelopment Law was designed to achieve.

The Main-Pier Project Area is part of the ongoing Community and Neighborhood Enhancement Program by the City of Huntington Beach to revitalize areas within the community. The Redevelopment Program will enable the City of Huntington Beach to remove and mitigate adverse conditions within selected areas of the Downtown and help improve the overall economic climate.

The City's objective in pursuing the Main-Pier Redevelopment Plan is to mitigate the severe development limitations that are now, and will be in the future, constraints to proper utilization of the Project Area. The Plan as presently envisioned will provide for the sale of properties and portions of properties to the Redevelopment Agency. However, if the owners of these parcels are desirous of participating in the project, owner participation arrangements will be made available. The most direct impact to businesses and property owners within the Project Area will be the displacement (except for owner participants) resulting from implementation of the Redevelopment Plan.

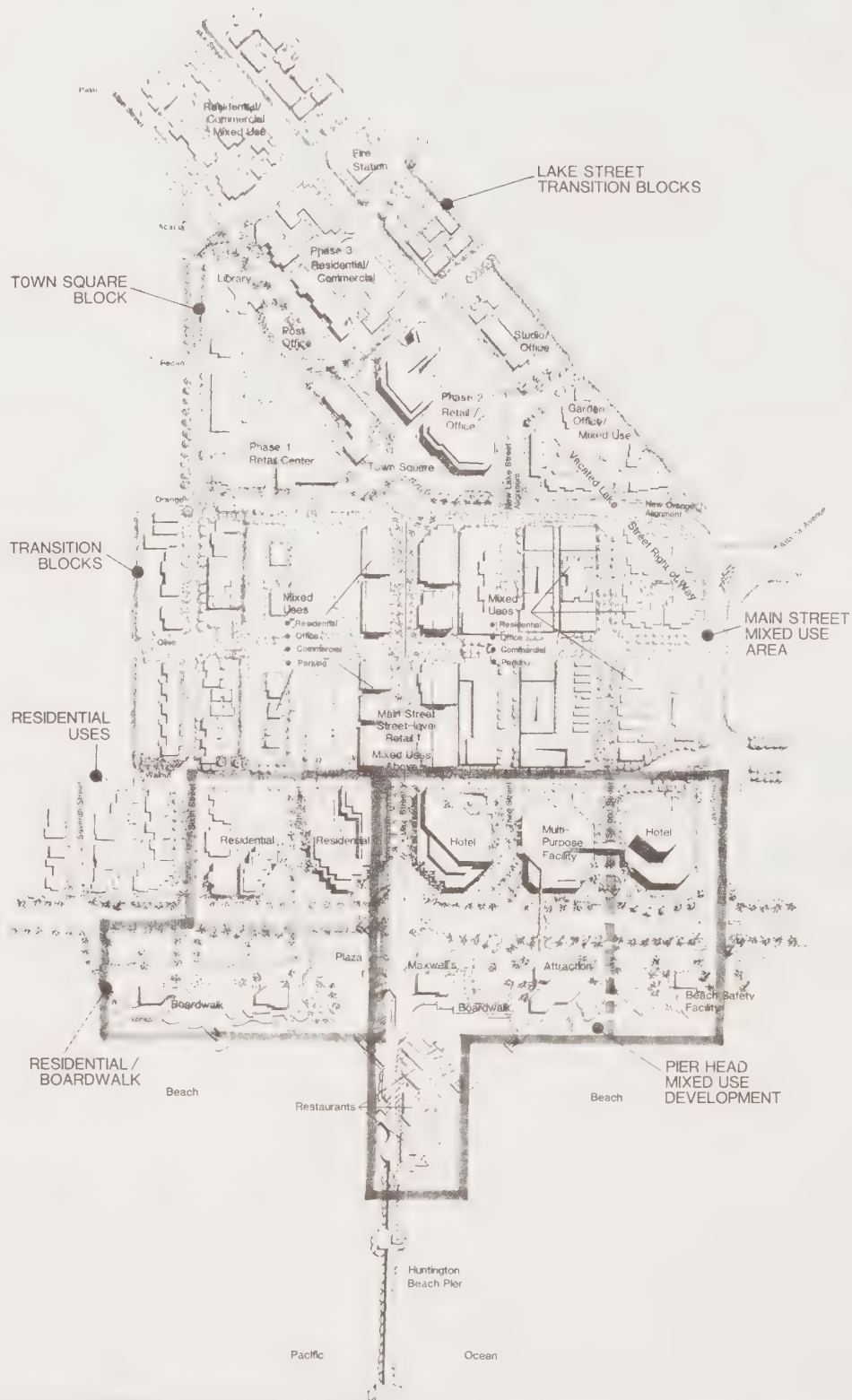
The redevelopment of this Project Area is expected to attain the purposes of Community Redevelopment Law of the State of California by:

- Providing additional decent, safe and sanitary residential housing to the existing stock within the City.

- Providing construction and employment opportunities in the development of these facilities and by providing employment opportunities in the operation of the proposed new commercial and industrial facilities.
- Mitigating severe development limitations which result in the lack of proper utilization of the Area to such an extent that it constitutes a serious physical, social and economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone.
- Providing adequate public improvements, public facilities, open spaces and utilities which cannot be remedied by private or governmental action without redevelopment.
- Implementing the construction of adequate streets, curbs, gutters, street lights, storm drains and other improvements as necessary to ensure proper vehicular and pedestrian access within and around the Project Area.
- Establishing development criteria and controls for the permitted reuses within the amended Project Area in accordance with modern and competitive development practices.
- Providing for relocation assistance and benefits to amended Project Area businesses and residences which may be displaced, in accordance with the provisions of the Community Redevelopment Law and the government code of the State of California.

Section Three

Specific Plan Concept



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Design Concept

FIGURE 3.1

3.0 SPECIFIC PLAN CONCEPT

3.1 Design Concept

The ocean is one main reason for the existence of Huntington Beach and is the basis for its future. The design concept for the Downtown Specific Plan evolves from the ocean as the source and center of the City's vitality. Many existing and potential opportunities in Downtown Huntington Beach are possible because of this relationship to the ocean.

The design concept emphasizes the ocean, ocean activities, forms, shapes and colors. This relation to the ocean will establish a theme to serve as a guideline for new private and public investment in the Downtown area. The design concept concentrates on the City pier, realizing that all other areas within the Downtown are linked either directly or indirectly to the pier. The level of energy and excitement generated at the pier-head area needs to be capitalized upon and spread through the Downtown core. The pier area has the potential to accommodate even more people than it presently does by offering a variety of uses, services and activities. Developments at the pier should be scaled to a pedestrian level with passive activities such as strolling and viewing given equal consideration with more vigorous activities such as surfing, swimming and bicycling. Pedestrian boardwalks on various levels and the pier itself will offer views of the ocean and ocean activities. The overall form and shape of all development in Downtown Huntington Beach should allow people to see the ocean from as many places as possible. The pier area will continue to serve as the major attraction in the City and should become the catalyst for the revitalization effort.

The design concept identifies the pier-head and the area immediately across Pacific Coast Highway as the focus for the greatest intensity of future development. These new developments should be scaled down and buffered with intensified landscaping and compatible uses as the development approaches the existing residential neighborhoods. The interdependence of public and private development activities will create a major activity node at the pier-head.

An important emphasis of the design concept is to extend Main Street inland from the ocean and encourage pedestrian movement along the street. By expanding this activity from the pier, the commercial core along Main Street can become a lively shopping thoroughfare oriented to pedestrians and offering opportunities to shop, dine or browse in an ocean-related atmosphere.

A second major activity node is proposed for the area bounded by 6th Street, Palm Avenue, Lake Street and Orange Avenue. A variety of activities could occur within this "super-block." The activities in this area should be of a year-round variety, providing the convenience of neighborhood shopping and the clustering of public and private services, along with new opportunities for living within walking distance of the ocean. The prospect of two major activity nodes within walking distance of each other on opposite ends of the Main Street commercial corridor will tend to encourage reinvestment and revitalization of this important connecting link.

The intensities in the Downtown core area are intended to be compatible with the adjacent transitional areas and the surrounding residential neighborhoods. Outside of the Downtown core, in the Townlot section of the Downtown Specific Plan (between Goldenwest and 6th Street), the design concept is for residential and visitor-serving commercial developments, which are intended to be not only compatible with the existing residential area immediately adjacent, but to enhance and reinforce the primarily residential character of the area. The establishment of a secure private residential community adjacent to, but adequately buffered from, the public areas is one of the objectives of the plan.

The area southeast of the Downtown core (between Lake Street and Beach Boulevard) is intended to provide additional opportunities for residential and visitor-serving commercial uses. The commercial uses in this area are intended to primarily service the seasonal trade and not compete with the Downtown commercial area.

The large consolidated parcels in this area allow for greater intensities and densities while still providing substantial opportunities for buffering and design controls. Public open space and recreational amenities should be an integral part of any large projects.






The intent of the design concept is to incorporate into the study area a strong, recognizable physical image and identity. The design concept is accomplished by coordinating several related elements into an overall ocean design theme, including the following:

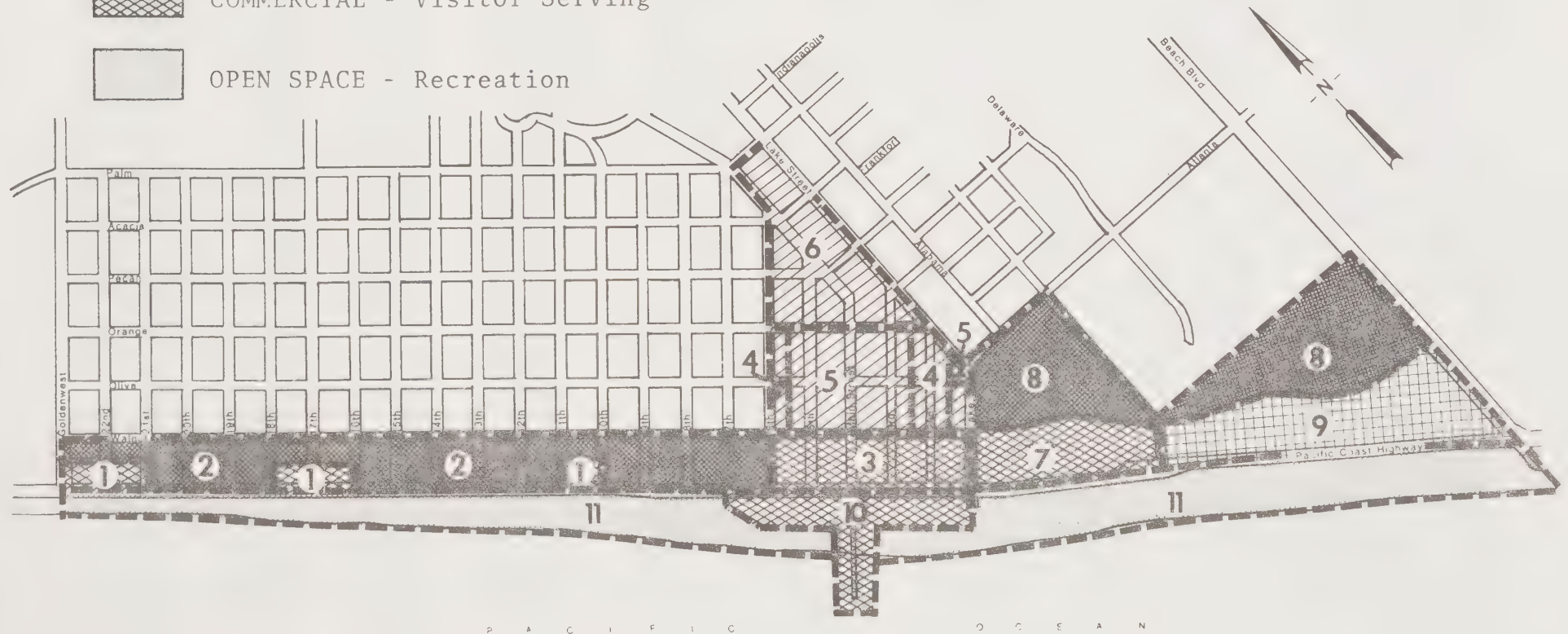
- Orienting intensive land uses away from established residential neighborhoods.
- Providing view, light and air corridors to the ocean.

- Building architecture to reinforce this theme should be a modern or contemporary Mediterranean style of architecture. This architecture has elements of contemporary Mexican and Southern California architecture responsive to the climate and location. The climate and location indicate orientation to the prevailing breezes, protection from sun and wind, view of the ocean, and use of light-colored durable materials which reflect sunlight and will be a background to brighter accent colors of streetscape and awnings. The elements of this architecture are:
 - plain wall surfaces built of stucco or block-smooth surfaces,
 - background wall colors from white to pastel shades,
 - inset windows shaded from sunlight,
 - brightly colored awnings, window boxes, flower pots, light fixtures and other building accents such as entry doors,
 - creation of shade for pedestrians by use of awnings and courtyards,
 - minimum of "reflective" glass,
 - outdoor eating and pedestrian areas to maximize views to the ocean.
- Streetscape elements should be brightly colored and should relate to the ocean theme in form and shape. The streetscape element is meant to be the accent element in Downtown, played off against the white and pastel of the building forms and shapes.
- Public areas should be integrated into development proposals in key locations or in conjunction with major consolidation projects. Ocean-related and oil-related artifacts may be incorporated into public areas.
- Establish guidelines for elements such as signage, landscaping, and lighting which will create the visual character of the area. Design Guidelines for the Downtown Specific Plan will be prepared separately and adopted by resolution of City Council. This document should serve as a tool for review of development proposals within the Specific Plan area.
- Graphic elements should be bright colors to contrast with the background architecture. The content of the graphic elements could be abstract versions of waves, forms of sea animals and symbols and forms that evoke water-related activities with movement and action, to reinforce the ocean theme.
- Establishing a framework of landscaping and identify elements to provide interest and character to specific locations. This concept will provide a logical, coherent, unified network of land uses, activities and circulation systems.
- Landscaping materials for Downtown should be associated with the ocean environment (such as palms) and extensively used for buffering in transitional areas.

The design concept is the coordinating element of the Downtown Specific Plan intended to enhance the architectural concepts with existing physical realities and to create a viable environment in which both new and long-time residents are able to live, work, shop and recreate in an atmosphere desirable to all.

LEGEND

-  RESIDENTIAL - High Density
-  MIXED USE - Office/ Residential/ Commercial
-  MIXED USE - Commercial/ Recreation
-  COMMERCIAL - Visitor-Serving
-  OPEN SPACE - Recreation



3.2

Land Uses

The Downtown Specific Plan area has long served as an area of mixed uses and activities. This area contains the City's initial commercial core and the original residential neighborhoods; along with the recreational and oil production resources which have contributed to the City's identity.

The Downtown Specific Plan proposes to continue this combination of uses and activities with land use designations which are primarily mixed-use types. As identified in Section Two of this document, the City's adopted Coastal Element provides for mixed uses in this area; however, the Specific Plan proposes modifications to the previously adopted land use configurations.* The land use designations include: Mixed-Use (Office/Commercial/Residential), Mixed-Use (Commercial/Recreation), Commercial (Visitor-Serving), Commercial (General), Residential (High Density) and Open Space (Recreation).

The Specific Plan area is divided into eleven Districts (see Figure 3.2). Each District is unique in character or in parcel configuration and each with a different aspect to emphasize. Several Districts are composed of subdivided blocks containing many small lots in separate ownerships. A few districts consist of large undivided parcels under unified control. The proposed land use designations and district configurations are intended to anticipate development demands and achieve the optimum potential within the identified design concept.

3.2.1 Mixed-Use (Office/Residential/Commercial)

The mixed-use designation is intended to encourage maximum flexibility for the variety of uses allowed. This mixed-use designation includes three Districts (District Four, Five and Six) totaling approximately 52 gross acres.

District Four is designed to be a transition zone surrounding the higher intensity commercial core and acting as a buffer for the existing residential neighborhoods. District Four is divided into two sections on either side of District Five (the Downtown core). District Four includes a total of approximately 9 gross acres with a primary emphasis on residential uses. However, present market conditions indicate that total build-out of the entire district in residential uses could occur before an accurate appraisal of other allowed uses is established. Therefore, office uses need to be required along with residential development so that the District will develop as a truly transitional area. These office uses should be designed as garden-style units, low profile, very similar in scale and design to the existing adjacent development. Commercial uses should be limited and only incidental within mixed developments in order not to detract from or compete with the

* Adoption of the Downtown Specific Plan will require an amendment to the City's Coastal Element of the General Plan.

commercial core area, or further impact the adjacent residential neighborhoods. The Plan anticipates that this district can accommodate 50,000 square feet of office space with 100 new residential units. This transitional District should ensure a gradual coordinated change in terms of heights, scale and uses, between the Downtown core and the adjacent areas.

District Five is the primary commercial core area serving as a commercial link between the pier-head area and District Six (the top of Main Street). District Five includes approximately 20 gross acres with an emphasis on commercial activities, however, an option for office, residential or additional commercial activities above the first floor is provided. This multi-use aspect is intended to create a lively place to be day or night for both visitors and residents. Main Street should maintain a pedestrian-oriented shopping street character. Commercial uses should be required on the ground floor with building fronts close to the sidewalk to establish a more intimate scale. In order to afford the visual, climatic and recreation amenities of this unique area to a greater number of people, higher residential densities should be provided. Offices should be encouraged to locate in this district in order to help establish the desired Downtown atmosphere.

The commercial emphasis of this district can be achieved with varying intensities, providing the commercial link between Orange Avenue and the pier along Main Street is not broken at the pedestrian level. This district should encourage rehabilitation as well as new development. The larger scale new development (one full block or greater) should not detract from the potential development in District Six or District Three (the pier-head). This District is intended to connect the two major nodes with an interest element which can best be achieved with a continuation of the pedestrian-oriented commercial District; rehabilitation and new developed should be scaled and designed with this intent. The plan anticipates that this District can accommodate approximately 150,000 square feet of commercial uses with approximately 75,000 square feet of office and 200 new residential units.

District Six is intended to be a neighborhood-oriented shopping and service area with public gathering spots, open spaces and plazas. Services such as the library, post office, banks and theaters should be located here. The commercial activities should center around the year-round residents and include grocery, pharmacy, hardware stores, etc. District Six is approximately 23 gross acres in size including numerous streets and alleys with a potential for vacation. This district is intended to provide equal opportunities for new office and residential developments in conjunction with the commercial activities. District Six, located at the top of Main Street, becomes a major node in the overall planning effort and a prime location for mixed-use development. This District must also be sensitive in design and scale of new development to the adjacent residential neighborhoods. District Six provides a great potential to master plan a large portion of the Downtown area for new development which will create new opportunities to shop, work and live in an ocean-related atmosphere.

The Plan anticipates that this District can accommodate approximately 130,000 square feet of commercial, 75,000 square feet of office and 200 new residential units.

In both Districts Five and Six, open air commercial establishments, such as sidewalk cafes, book and magazine racks and flower stands are encouraged. A requirement for additional public open space amenities should be incorporated into all large scale projects. These areas may include patios, balconies or terraces with landscaping, public seating with additional amenities such as sculpture or other art objects. Corner plazas will also be encouraged along Main Street and should be required in any full block or multi-block consolidation project.

3.2.2 Mixed-Use (Commercial/Recreation)

As stated previously, the mixed-use designation is intended to encourage maximum flexibility for the variety of uses allowed. The mixed-use (commercial/recreation) designation applies only to District Nine.

District Nine is an area approximately 29 gross acres in size owned entirely by the City. This District is intended to develop with recreation-oriented commercial uses, including tennis and racquetball courts, swimming pools, gymnasiums or health clubs. Combined with these open air or enclosed sports and recreation facilities, hotels or motels with supporting restaurants and shops would be appropriate uses. Large coordinated development is encouraged in this District which provides an ocean-oriented atmosphere with opportunities for public beach access. The Plan anticipates commercial recreation development with a potential for 300-400 hotel rooms.

3.2.3 Commercial (Visitor-Serving)

The visitor-serving commercial designation is a new category adopted in the City's Coastal Element in response to State Coastal Act policy which encourages adequate visitor-serving facilities in the coastal area. The visitor-serving commercial designation includes four Districts (District One, Three, Seven and Ten), totaling approximately 51 gross acres.

District One is composed of three separate nodes of small lot ownerships for a total of approximately 8 gross acres. Commercial uses in this District are intended to serve the visitors to Bolsa Chica State Beach as well as the surrounding residents. The commercial uses allowed in this District should not compete with the Downtown commercial core. The District One nodes will be surrounded by primarily medium to high density residential uses; therefore, residential uses should be permitted in conjunction with the necessary visitor-serving commercial uses. This type of mixed use may create an additional incentive for development, while providing more opportunities for people to live near the ocean. All new development should be designed and scaled to be compatible with the character of the adjacent residential areas. The Plan anticipates service-oriented commercial for a total of approximately 60,000 square feet with the potential for new residential units.

District Three is proposed to be the hub of the Downtown core, containing higher intensity visitor-serving uses such as hotels, restaurants and museums along with specialty shops and beach-related commercial uses. District Three includes approximately 15 gross acres and is part of the pier-head node described in the design concept. This District is a prime visitor-serving commercial location directly across from the municipal pier and beach, on either side of Main Street. This location, if properly developed, will provide visitors and residents with numerous opportunities to view the beach activities and truly experience the ocean environment. District Three is identified as the most appropriate location for high intensity development; therefore, large minimum parcel sizes should be established. Hotel, retail, restaurant and other commercial uses with structured parking which could also service the pier and Main Street would be appropriate uses for this District.

Development in District Three could be consolidated into multi-block parcels providing for greater design flexibility; however, view corridors should be maintained along the existing right-of-ways. Restaurant and retail space should be developed at the street level on Main Street and Pacific Coast Highway. Large areas devoted to public open space should be provided for within development projects similar to that described for Districts Five and Six. The vitality and magnetism associated with such areas will be critical to the reinforcement and continuation of commercial developments throughout the Downtown core. Additional inducements may be necessary to attract the type of viable development which will support and improve the entire area; therefore, office and high density residential uses should be permitted, however, only as part of a mixed-use project and only above the pedestrian level which should remain commercial. Anticipating high intensity development in this District requires that additional design considerations be addressed; upper story setbacks, staggered building envelopes, preservation of view light and air corridors should all be included in any project review in order to assure that the area maintain a pleasant pedestrian environment. The design concept calls for an emphasis on pedestrian level amenities and a gradual controlled transition in building heights and uses between the commercial core and the adjacent residential uses.

This concentration of new development across from the public use areas of District Ten (the pier) will provide an economic base for the type of renovation essential to the pier and beach front. This new economic vitality is intended to establish a greater year-round market for the City to help support the overall revitalization effort.

The Plan anticipates that District Three can support 400-800 hotel rooms and associated commercial facilities. This District would also be an appropriate location for a performing arts center or multi-purpose facility which could be used by the hotels and the ocean-oriented museum/aquarium use identified in District Ten. This District may also provide an opportunity for new residential units. Time-sharing residential units may also be a desired use in conjunction with pedestrian level commercial. In all, approximately 100,000 square footage of commercial/office uses including hotels and time-sharing residential, along with 200-400 new residential units could be accommodated in this District.

District Seven is a consolidated parcel under one ownership and is approximately 13 gross acres. District Seven should be master planned as a primarily visitor-serving commercial project, which could be implemented over a number of phases. Hotel, motel, restaurant and specialty commercial would be appropriate uses. Development in this District is not intended to compete with the Downtown commercial core, therefore, major incentives for development would not be necessary. The commercial uses in this District would be of a more seasonal variety with the District serving as a connecting link between the Downtown area and District Nine. The Plan anticipates visitor-serving commercial can be accommodated with a 200-400 room hotel.

District Ten includes the area on the ocean side of Pacific Coast Highway most suited for commercial development. This District includes the pier and the existing parking areas on either side, comprising approximately 15 gross acres. The visitor-serving commercial uses most appropriate for this District are beach-related and complementary to activities which occur around the pier, such as fishing, surfing and sun bathing. Additional parking in structures would also be appropriate provided that they do not extend above the level of Pacific Coast Highway and block views. This provision should still provide for the option of multi-level commercial activities in this District. The pier is a prime location for restaurants, which can take advantage of the panoramic views. Equally important as the new commercial activities which may be accommodated is to insure that the major emphasis in this District is public open space. The pier and beach area must remain accessible to the public for free recreational pursuits.

District Ten is part of the pier-head node as described previously. This commercial/recreational activity node is of primary importance in the revitalization effort of the City. Development within this District will probably be initiated with City efforts. The extent and intensity of development in District Three and further inland will directly determine the amount of revitalization which can occur to the pier and the beach-related commercial uses which can be accommodated. In addition, the present amount of parking can be approximately doubled without obstructing views or drastically changing the overall character of the District.

3.2.4 Residential (High Density)

The residential designation includes two Districts (District Two and Eight) exclusively for residential uses.

District Two extends from Goldenwest Street to 6th Street between Pacific Coast Highway to Walnut Avenue. District Two is subdivided into numerous twenty-five foot wide lots with very diverse ownerships encompassing approximately 44 gross acres. District Two is intended to develop as a continuation of the type and variety of residential development which exists in the adjacent Townlot area. The development regulations should be similar and compatible with those in the Townlot area, with the exception that larger projects (one full block or more) should be provided with additional incentives to encourage lot consolidation. Consolidation of the numerous small lots which

are spread throughout the District is one of the objectives of the Plan. In order to accomplish this, the allowed density in the District should increase as the parcel size increases. Consolidation is desirable in this District as a means to achieve the design controls and variety of residential types which will produce quality residential development which is sensitive to the adjacent neighbors' concerns. Multi-block consolidations may also be allowed to promote better design; however, view corridors should be maintained along the existing right-of-ways so as to not adversely affect the residential areas further inland. Projects of one full block or greater should be allowed additional height in which to achieve the allowed density with a design which takes advantage of the projects location while remaining compatible with adjacent uses through upper story setbacks and other design regulations.

The Plan anticipates that few projects will be able to take advantage of the provisions allowed for a full block consolidation. Residential development in District Two may result in 800-1000 new residential units. Oil uses should also be allowed to continue in designated areas.

District Eight consists of two large parcels each of which is under one ownership, for a total of approximately 57 gross acres. District Eight is located in the northeasterly section of the Downtown Specific Plan. High density residential uses are most appropriate for these sites due to their location and unique characteristics. Projects, if properly designed, will be able to maximize view opportunities and access to recreational amenities. The two project areas within the District should be master planned (separately) prior to any subdivision.

New residential development adjacent to the Downtown commercial core will provide the proposed commercial uses with the population base necessary to create viable services. The new residential development should also be designed to be compatible with the residential areas to the north. The plan anticipates development in District Eight to achieve the full potential of maximum density resulting in 1800 new residential units. Oil uses should also be allowed to continue in selected islands within a portion of the District.

3.2.5 Open Space (Recreation)

The open space designation constitutes an important land use throughout the coastal zone and particularly in the Downtown Specific Plan. The open space (recreation) is a new designation developed in the Coastal Element in keeping with State Coastal Act policy concerning shoreline access and recreation facilities.

District Eleven is designated open space (recreation) and includes the area on the ocean side of Pacific Coast Highway between Goldenwest Street and Beach Boulevard, with the exception of the area in District Ten; a total of approximately 103 gross acres. This District is intended to preserve and protect the beach area within the Specific Plan. Only beach-related activities should be permitted in this District. The popularity of the beach and the expectation that beach use will continue to increase in the future, makes it

important that the Specific Plan preserve as much of the beach as possible. It is also important to provide facilities for beach users, such as restroom facilities and concessions for food, drinks and beach equipment as well as maintaining as much public parking as possible. All development should be scaled and limited to enhance and not detract from the beach experience.

The Plan anticipates development within this District to be limited to concession stands, recreation facilities and beach parking improvements. Oil uses should be allowed to continue in a portion of the District.

The City has historically had a policy to preserve its beach front for the enjoyment of all. The Downtown Specific Plan continues this long-standing tradition insuring safe and convenient access to the beaches within this District.

AMENDMENTS

PLANNING COMMISSION		CITY COUNCIL	
DATE	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER
1-17-76	178	1-14-76	699
3-4-76	183	3-21-76	670

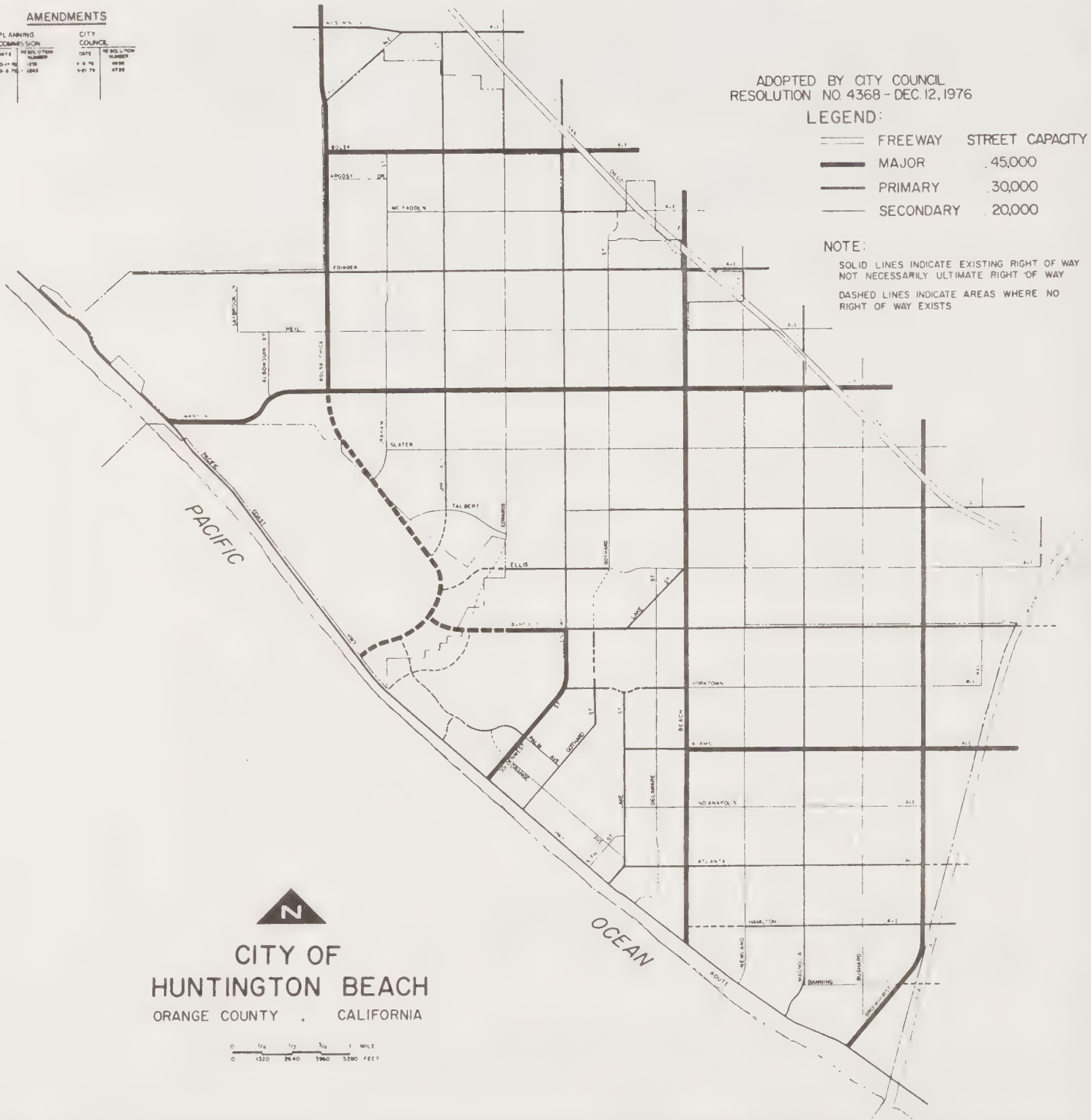
ADOPTED BY CITY COUNCIL
RESOLUTION NO. 4368 - DEC. 12, 1976

LEGEND:

	STREET CAPACITY
FREEWAY	
MAJOR	45,000
PRIMARY	30,000
SECONDARY	20,000

NOTE:

SOLID LINES INDICATE EXISTING RIGHT OF WAY
NOT NECESSARILY ULTIMATE RIGHT OF WAY
DASHED LINES INDICATE AREAS WHERE NO
RIGHT OF WAY EXISTS



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Circulation Plan Of Arterial Streets and Highways

FIGURE 3.3-1

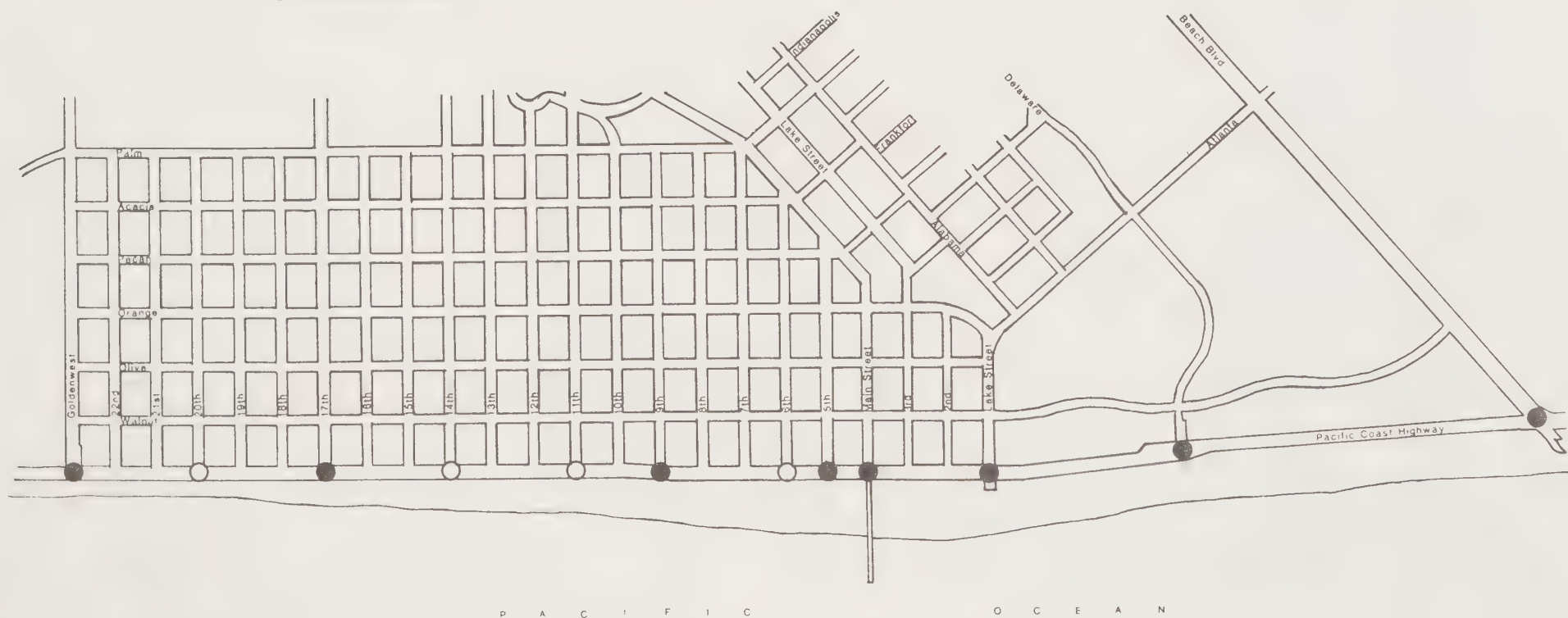
The provision of adequate transportation is an important concern for any development program. The Downtown Specific Plan calls for the use of a variety of transportation modes to facilitate the convenient and efficient movement of people in and near Downtown Huntington Beach.

Beach goers, commuters, Downtown shoppers and local residents all share the circulation system, and each has their own transportation needs. The Downtown Specific Plan attempts to provide a circulation system that better accommodates all users with the following objectives:

- Provide convenient access to the beach and to beach parking facilities.
- Improve safety and efficiency of the existing circulation system.
- Provide convenient access to local business, encouraging shopping on Main Street and in the other commercial Districts in the Specific Plan area.
- Facilitate commuter traffic on Pacific Coast Highway by minimizing cross traffic and providing alternative routes for local residents and shoppers.
- Provide adequate parking for shoppers patronizing Downtown commercial establishments as well as for residents and visitors. Provision of beach parking is especially important to ensure that beach users do not compete with shoppers for parking spaces, making access to commercial establishments inconvenient.
- Encourage and accommodate public transportation.
- Accommodate a bikeway system that encourages the use of bicycles for everyday transportation as well as for recreation.
- Provide a pedestrian system that is safe, pleasant and convenient.

LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL



3.3.1 Automobile Circulation

The City's Circulation Plan of Arterial Streets and Highways differentiates arterials by their street widths and capacities (see Figure 3.3-1). "Major" arterials have a planned street ROW of 120 feet and have an optimum capacity of 45,000 vehicles per day.

"Primary" arterials are planned at a ROW of 100 feet and can optimally accommodate 30,000 vehicles per day. "Secondary" arterials are planned at a ROW of 80 feet and can optimally accommodate 20,000 vehicles per day. Local streets are not shown on the Circulation Plan, but they are an important part of the overall circulation system.

The San Diego Freeway, an important route outside the Downtown Specific Plan area, parallels the coastline approximately six miles inland and connects Huntington Beach with other communities throughout the region. Access to this freeway is critical and may be an important constraint to future development along the coast. Because of its proximity to the shoreline, the Specific Plan area is in a less-than-ideal situation in terms of freeway accessibility. Being far from the freeway it is presently linked by only a limited number of arterials, segments of which are congested at times.

The Downtown Specific Plan has attempted to de-emphasize the area's reliance on the freeway in terms of future growth by encouraging higher density and mixed-use Districts, in the Downtown. In addition, the concentration of people and activities into a compact area helps to make mass transit more viable than in scattered locations. Thus, while the Downtown is not ideally located in terms of the freeway, actions are being undertaken to ameliorate this situation.

The improvements proposed for the Downtown Specific Plan area are intended to augment the capacity of the existing circulation system and to increase its safety and efficiency.

Goldenwest Street and Beach Boulevard, located at either end of the Downtown Specific Plan area, are the major arterials connecting the coastal area to the freeway and inland communities. Based on the design and capacity criteria traffic on Beach Boulevard currently exceeds that street's optimum capacity from Warner Avenue north to the freeway. Existing traffic on Goldenwest Street is not as great as that on Beach Boulevard; however, the optimum capacity of this street is also exceeded from McFadden Avenue north to the freeway.

The initial focus of the plan is to increase the accessibility of the coastal area to the freeway. The Orange County Transportation Commission and the City are studying the area between Gothard Street and Beach Boulevard as a possible location for a transportation corridor. Along Beach Boulevard alternative modes to the automobile are being considered as well as ways to increase automobile capacity through different loading techniques.

Pacific Coast Highway (PCH) is the major traffic carrier in the Downtown Specific Plan area. Running parallel to the shoreline, it provides the principle access route connecting Huntington Beach with adjacent coastal cities. This four-lane highway, currently designated as a primary arterial, is proposed to be upgraded to a major status.

PCH should be increased from four lanes to six. The California Department of Transportation (CalTrans) has proposed to achieve this by simply removing all parking along the curb to fully utilize the existing curb-to-curb width. This will increase the capacity of PCH to that of a major arterial within the existing 100' right-of-way.

Traffic volume on PCH creates one of the most significant circulation problems in the Downtown area. A variety of improvements to interior streets as well as to PCH are proposed to help reduce congestion.

Accidents along PCH are also a serious problem. One of the reasons for the high accident rate is the large number of pedestrians coming to the beach from inland areas, crossing PCH at mid-block or at nonsignalized intersections. Another hazard is created by automobiles turning from PCH to numbered streets, and from numbered streets to PCH, at the non-signalized intersections. Curb-side parking on PCH creates another source of accidents.

Several actions can be taken to improve these conditions. First, a comprehensive signalization pattern, will better control vehicle access onto PCH. Second, the number of streets with access to PCH should be reduced. This can be achieved by cul-de-sacing or in some areas creating parking bays in the existing street right-of-way. The following streets are possible locations for restricted access: 2nd, 3rd, 5th, 7th, 8th, 10th, 12th 13th, 15th, 16th, 18th, 19th, 21st and 22nd. In multi-block developments, access to the project could be taken from existing streets but through-traffic should be discouraged. A third method to control access is to construct a raised landscaped median along the entire length of PCH, with openings only at through-streets and signalized intersections. Such a median could better separate traffic and be designed to inhibit pedestrian mid-block crossings. Fourth, reducing on-street parking along PCH will help eliminate another source of serious accidents. Fifth, construction of overpasses at key locations along PCH would provide safe pedestrian access, and reducing interruptions to the automobile traffic flow. Finally, prohibition of curb cuts on PCH could also help reduce accidents. This strategy requires alternative access points for new developments. In the area between Lake Street and Beach Boulevard, the proposed Walnut Avenue extension could serve new developments. Northwest of Lake Street, additional dedication should be required to increase the width of the parallel alley, so that access can be taken from the alley and not directly from the highway.

Atlanta Avenue should serve as an important route from Beach Boulevard to the Downtown core and the City beach. This arterial should be planned to connect with Lake Street and Orange Avenue to form an inland route which can be used as an alternative to Pacific Coast Highway. The intersection of Atlanta Avenue, Lake Street and Orange Avenue should be set aside for additional study. Orange Avenue - Atlanta Avenue should service the Downtown core as a primary arterial, however, the continuation of Orange Avenue into the Townlot area should remain as only one lane in each direction. The use of some type of traffic control device may be required at the intersection of Orange Avenue and Sixth Street to divert the Downtown traffic away from the residential areas. This intersection should be set aside for additional study.

Seventeenth Street and Lake Street are the existing primary arterials leading inland from the beach area. These routes should continue to serve as primary arterials, with only one lane in each direction. Sixth Street is proposed as a secondary arterial which will establish the northwestern boundary of the Downtown core. Sixth Street extends inland from PCH to Main Street near Acacia Avenue, and should replace Fifth Street which is presently designated as a secondary. The remaining local streets form a grid pattern through the Townlot and Downtown areas, and should continue to serve primarily local needs.

Main Street is a more significant local route which runs through the center of Downtown core and is in direct line with the municipal pier. Its relationship to the pier and the Downtown core make Main Street the most important visual/pedestrian corridor in the Downtown area. Main Street's role as an automobile carrier within the Downtown should be de-emphasized with primary concern focused on pedestrian circulation. Main Street should continue inland from the Downtown core as a local street with one lane of travel in each direction. Consideration should be given to connecting Indianapolis Avenue, designated as a secondary arterial, with Main Street and the Downtown area. The intersection of Main Street and Sixth Street with a possible interconnection to Indianapolis Avenue via Lake Street needs additional study.

Gothard Street also provides a logical transportation corridor, with a connection at Main Street. Modes other than automobiles should be considered. The Southern Pacific Railroad maintains an operable line along this corridor, (north of Garfield Avenue) connecting to the Pacific Electric right-of-way which runs parallel to Lake Street (south of Garfield Avenue) into the Downtown. These routes may be critical to the efficient movement of people through the City in the future.

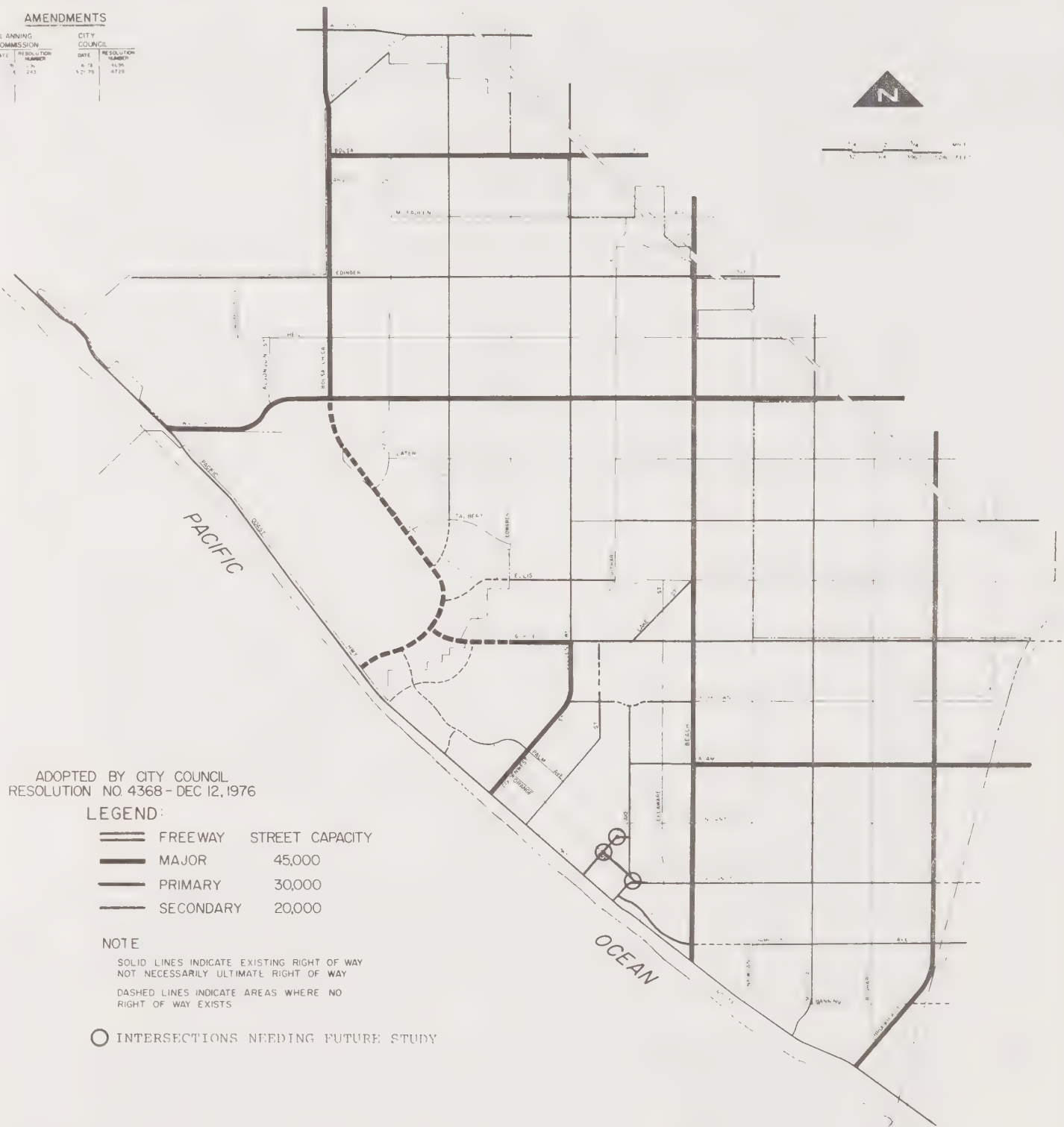
A Walnut Avenue extension, could serve as another inland route to connect Beach Boulevard and Lake Street. If possible, this route should be designed to tie into any future extension of Hamilton Avenue west to Beach Boulevard. Right-of-way dedication for this purpose should be required in new developments in this area. This street could provide safe and convenient access to the commercial areas east of Lake Street and an alternative to PCH. Total right-of-way width for this service road should be 100 feet (primary arterial) to accommodate four traffic lanes, a landscaped median, landscaped parkway, sidewalks and bike lanes.

AMENDMENTS

PLANNING COMMISSION		CITY COUNCIL	
DATE	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER
7/1/76	230	6/18/76	4136
1/1/77	243	5/27/77	4729



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HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Proposed Circulation Plan Of Arterial Streets and Highways

FIGURE 3.3-3

Delaware Street should also serve as an inland route from PCH and should remain as a secondary arterial highway. Delaware Street should connect with Huntington Street and ultimately with PCH at the present intersection of Huntington Street and PCH.

Long range development in the Downtown area may require vacation of streets to accommodate multi-block developments. Some possible locations for abandonments would be the first block of Fifth, Second and Third Streets. In the area bounded by Orange, Palm, Lake and Sixth a "super block" development concept is being considered. This would require vacation of nearly all streets within District 6.

Proposed improvements to the circulation system can be provided by utilizing a combination of funding sources. Some projects, such as the PCH re-striping project, qualify to be at least partially funded by State and Federal highway monies. Other improvements, such as cul-de-sacs and the proposed Walnut Avenue extension, could be financed through tax increment monies from redevelopment. Assessment Districts provide another means to fund street improvements. These Districts are designed to charge developers and property owners who will directly benefit from the improvement. In cases where additional right-of-way is needed, dedication requirements can be placed on new developments as a condition of approval.

The future development of commercial uses in the Downtown will depend on the ability of the circulation system to move people through the area efficiently. The Circulation Plan of Arterial Streets and Highways should be amended to reflect the proposed changes as described in this section (see Figure 3.3-3).

3.3.2 Parking

The provision of adequate parking is vital to the successful operation of any commercial area. Residents, businessman, visitors, and planners each have different definitions of the word adequate when it pertains to parking. The procedures used to develop and control parking spaces in typical urban areas vary appreciably and at times become rather complex. Parking strategies for the Downtown Specific Plan area, for both normal residential and commercial requirements, are complicated further by the proximity of the beach and the different types of parking needs of beach uses.

Although no formal parking strategy has been prepared by the City, consideration has been given to various procedures which could be used to identify and satisfy the parking needs of different types of parkers.

Parking spaces for Downtown shoppers should be provided at a limited number of curb spaces, in off-street parking lots and in parking structures located within or immediately adjacent to the Downtown area. Parking controls, such as time limits and parking rates, should be adjusted to maintain the desired use of these spaces by shoppers and employees.

The location of parking in relation to Downtown commercial areas is constrained by the availability of land, its high cost (either in dollars or in lost opportunities) and the distance which people are willing to walk from centralized lots or structures to reach their destination. Studies have shown that in order to receive optimum utilization by shoppers, a parking facility should be within 300 to 400 feet of the commercial use which it serves. For workers, or other people who are parking for the whole day, the distance can be as great as 1,500 feet. These constraints must be considered when evaluating possible locations for parking facilities.

A possible site for a structure would be the City-owned property located south of Orange Street between Fifth and Main Streets which consists of 10 consolidated lots. This would be an excellent location for serving future Downtown development. Other parking facility sites within the Downtown core may be needed, depending on the consolidation patterns and intensity of uses which develop there.

As specific projects are developed, such as hotels, commercial, office and/or residential complexes, their individual parking needs will be identified and satisfied through the construction of specific and related parking facilities. These parking spaces should be controlled to varying degrees and not open to general public use.

New commercial and restaurant development on the beach side of Pacific Coast Highway, on or adjacent to the pier, should be constructed on top of a decked parking structure which could be open to the public and would provide parking for a variety of patrons of the pier facilities, the restaurants, the commercial establishments along Main Street, and the beach users. Since the periods of peak parking demand for these different types of users vary to some extent, the utilization of the parking structure will be improved and parking revenues from it will be increased.

Although a large number of parking spaces are now provided for beach users, there is a shortage during periods of peak patronage and drivers attempt to find open, and free, curb parking spaces in residential and other areas inland of Pacific Coast Highway. Consideration should be given to the use of remote parking areas and jitneys or other means of direct transportation to and from the beach. While this procedure is not considered to be viable at this time, it is planned that continuing efforts will be made to develop this type of service.

The replacement of beach parking lots with structures provides a means of increasing capacity without sacrificing additional valuable beach space. This action is expensive, however, and is not felt to be economically justifiable at this time since additional beach parking is presently required only during a limited number of peak weekend hours a year. Much of the presently vacant land in the Townlot area, however, is now used for parking purposes by beach users and this land will be absorbed into development projects. When that occurs, thousands of future beach users will be required to find other parking spaces. Consideration should be given to the possible development of joint use parking structures adjacent to the beach area.

The owners of residences and their guests frequently encounter problems due to the intrusion of beach users into residential areas in search of parking spaces. While the closing of various streets between Walnut Avenue and Pacific Coast Highway may alleviate this condition to some extent, it will not completely solve the problem.

Public participation in providing parking could help to encourage uses which otherwise would not be viable. For example, the City could participate in forming parking assessment Districts, or could donate land (such as street vacations) or write-down land costs for the construction of parking structures. Merchants could then lease space in these structures on an annual fee basis or by setting up a system of validated parking. As new development occurs, each developer could be assessed an in-lieu fee to offset the costs of building parking structures nearby, thus satisfying parking requirements.

Additional parking opportunities may also be developed into the bluff top landscaping project presently under Phase one construction. Subsequent phases to this project could include surface parking between 9th and 11th streets, parking pockets along Pacific Coast Highway and parking structures on the oil service road below the bluff face, where they can be screened from the highway and not block ocean views.

Financing strategies are important considerations for actual implementation of parking structures. Parking structures could be provided by the private sector, however, the problems of assembling large parcels under the present fragmented ownerships and the difficulties in bringing a large number of parties together cooperatively, makes this option difficult to achieve.

One form of public participation in parking would be a joint effort by the City and private interests. The City could build structures with "in-lieu" fees and allow a private company to operate the structures for profit. The City might receive a portion of the revenues to retire any debt. In-lieu fees could sub-

stitute for the provision of on-site parking by new development. These fees would be paid to a fund administered by a City parking agency which would obtain sites and construct parking structures.

In-lieu fees provide dollars for capital improvements, but not for on-going operation and maintenance. One approach to covering these expenses is to require continuing responsibility for off-site parking by those developments which originally contracted for it by charging yearly fees based on the number of spaces provided. Operations and maintenance could also be supported in part by charging parking fees to users. These fees could be paid either by the patrons directly or by the businesses through validating parking tickets for customers. Even with some form of parking fee, however, operating and maintenance costs may be so high that additional subsidy would be required.

Another mechanism for providing and maintaining parking facilities is the formation of an assessment District. An assessment District can be created by the City Council's adoption of a resolution following a public hearing for which all the property owners of record within the proposed District have received notification. If written protests are received from more than 50 percent of the property owners, the Council may not proceed with formation of the District unless four-fifths of the Council concur. An assessment District may issue bonds in order to finance improvements.

Other combinations of financing and maintenance strategies could be devised which utilize features of both in-lieu fees and assessment Districts. Through redevelopment in the Downtown/Specific Plan area, tax increment financing is also available and constitutes another option for funding.

3.3.3 Public Transportation

The existing public transportation system consists primarily of Orange County Transit District (OCTD) bus service; however, Greyhound, airport and other charter bus companies also operate in the Specific Plan area. The OCTD currently maintains bus lines on a regular basis throughout the Downtown area.

OCTD planners, in conjunction with the City's Development Services and Public Works Departments, determine the need for improvements to the existing bus system. Currently, existing bus routes within the Specific Plan area are sufficient. Expansion of the system would involve more buses or more frequent trips on existing routes. The most likely change to the system in the near term will be a seasonal increase in the number of buses running on the beach-oriented routes.

As projects are filed improvements to the existing transportation system can more accurately be determined. These improvements can then be recommended to OCTD planners for their review. Any proposed modification to the system must be approved by OCTD prior to being attached as a condition for project approval.

At the present time bus routes enter the Downtown area via Atlanta Avenue, Lake Street, Main Street and Orange Avenue, and move through the area on either Olive or Walnut Avenue. Additional bus service which does not actually enter the Downtown area is provided along Pacific Coast Highway.

Future bus traffic should circulate around the Downtown core area using 6th Street, Pacific Coast Highway, Lake Street and Orange Avenue, except those now traveling only along Pacific Coast Highway. This will provide service to both the Downtown and the beach areas. If a transit center is developed at the intersection of Lake Street and Pacific Coast Highway, all Downtown buses would pass the location and transfers would be facilitated.

In addition to the buses and the routing system, support facilities are needed to make the transit system efficient and convenient. In late 1979, the City of Huntington Beach, in conjunction with OCTD, conducted a study to analyze sites for a transit center where people would have centralized access to numerous bus routes and where drivers could rest and buses could be temporarily stored. The report concluded that two such centers should be developed: one at Gothard Street near Huntington Center and one at Lake Street near PCH. The latter facility, which is within the Specific Plan area, would be for the routes serving beach visitors and persons patronizing the Downtown commercial establishments.

Special requirements for the center were based on current bus arrivals and departures and on the frequencies projected for 1995. A total of 12 to 14 bus bays would be needed to meet maximum projected summer traffic during the next decade. The center would also include a passenger waiting area with a 5,000 square foot platform, which would be large enough to safely accommodate the large number of riders on a typical summer weekend.

Presently, the curb-side parking lane on the south side of PCH, east of Lake Street, is used for beach-route bus layovers. Upon completion of CalTrans' PCH restriping project, however, this section will become a travel lane; thus, a new location for the layover area will be necessary. A new lay-over facility could be developed immediately adjacent to the existing site and seaward of the existing right-of-way between PCH and the beach parking lot. The new layover area should consist of an expanded passenger waiting platform, additional accessways to the beach, and a curb cut to provide a turnout for bus parking. The proposed project would necessitate the removal of some landscaping; however, it will not require the loss of any parking spaces. In addition a bus stop/bay should be provided northwestbound at Main Street.

This layover area should be adequate for OCTD's beach-related transit center needs as currently projected to 1995. However, if the Downtown develops into an attractive tourist area with higher density mixed-use development, it is likely that a larger public transit facility would be necessary in the future. The Specific Plan recommends that the option for such a center be preserved now because of its potential importance to the long-term transportation needs of the area.

One possible location for the transit center would be the City property south of Orange Street between 5th and Main Streets.

As previously mentioned, this site is an excellent one for a public parking structure and a transit center could easily be incorporated into the same building. Another possible location would be somewhere in or near the "super block" (District 6). Because the City is considering vacating streets in this area, there is potential for providing public land for such a facility. Locating the transit center at a Downtown location such as this one would be advantageous for shoppers and would increase pedestrian activity along Main Street. Other locations could be possible and any larger-scale parking structure built with public assistance should be designed so that a portion could be converted to such a public transit center in the future.

While the existing transportation system is limited to buses, future transportation systems may include rail or monorail service to the Downtown Specific Plan area. Orange County, along with other regional jurisdictions, is currently studying possible transportation corridors. Within the City of Huntington Beach, the existing Southern Pacific Railroad ROW through the industrial corridor along Gothard Boulevard could be utilized for passenger service. The Pacific Electric Railroad ROW parallel to Lake Street may also be available for some kind of alternate transit system. The Orange County Transportation Commission is also studying the Beach Boulevard corridor. The use of this artery for modes other than cars or buses could provide the Downtown area with a vital regional link. Such systems must be developed on a regional basis, creating a greater-than-local network. One important consideration in encouraging mass transit is the creation of an activity center which attracts enough people so that a mass transit stop or station is practical.

The Orange County Transportation Commission is currently studying alternative transportation procedures which could be used to improve travel flows in a Beach Boulevard corridor which extends from the ocean on the south to La Habra on the north and lies between Valley View Avenue on the west and Euclid Street on the east. The alternatives being studied include Transportation System Management (TSM) procedures, some "flyovers" on Beach Boulevard and less capital-intensive improvements on other arterials, major highway improvements at critical locations, a freeway which would generally follow Beach Boulevard, bus improvements, high-occupancy vehicle/bus lanes, and light rail transit. Preliminary data from the study, including such factors as cost and affected residential/commercial structures and properties, are now being analyzed in an effort to determine which alternatives should be given further detailed study and evaluation.

3.3.4 Bike Trails

Bicycle transportation is growing into a very popular and important means of travel. Several bike trails exist within the Downtown Specific Plan, the foremost being the coast line trail. This recently completed bikeway begins at the north end of Bolsa Chica State Beach and travels south through the City Beach and Huntington State Beach to the mouth of the Santa Ana River where it connects to other coastal and inland trails. The trail is completely separated from PCH, (class 1), eliminating the hazards created by bikes and automobiles sharing the same right-of-way. The proximity of the Coast trail to the ocean makes it a very pleasant ride, affording beautiful views of the coastline along its entire length.

Within the Specific Plan area, the coast trail is connected to two inland bike trails, which extend along Seventeenth Street and Lake Street. These trails consist of striped bicycle lanes incorporated into the existing street right-of-way (Class 2).

Major improvements to the existing bikeway system in the Specific Plan area have been proposed in the City's master plan for bikeways, including new routes along Atlanta Avenue and Goldenwest Street. Priorities for bikeways are established by the City and improvements and additions to the bikeway system are budgeted annually.

Another important project is the construction of a bicycle path crossing under the Santa Ana River Bridge at PCH. Although not within the Specific Plan boundary, this crossing will provide a crucial link between the Santa Ana River Trail and Huntington Beach bike trails. Currently, the only means for bicyclists to cross PCH is with the traffic signal at Brookhurst Street. The undercrossing will provide a much safer and more direct connection, making a more effective bicycle transportation system for inland cyclists to reach the beach.

A new trail should be developed along with the Walnut Avenut extension, connecting Downtown to the commercial/recreation area near Beach Boulevard. The old Pacific Electric right-of-way should also be developed as a new trail linking the inland residential area with the beach.

The funding for most bike trail improvements comes from SB 821 monies, which are distributed through the Orange County Transportation Commission to local governments. Projects are budgeted on an annual basis. The costs of projects vary considerably depending on their nature. Completion of all the improvements are expected in a timely manner consistent with the City's overall master plan.

3.3.5 Pedestrian Circulation

In the Downtown area, walking should be an important mode of transportation. Many people will park their cars a great distance from the beach, pier, restaurants and retail stores they are patronizing. Mixed-use zoning will encourage the development of places where people can live, work, shop and be entertained in one area. For this reason, the pedestrian circulation system warrants special attention.

A system of pedestrian pathways in the Downtown area would serve several purposes simultaneously. First, it could be part of a public recreation system. People like to walk and enjoy the sights along the bluffs, the beach, and the pier, or watch the activity in lively commercial areas. The pedestrian circulation system also serves as a practical transportation mode, which will be increasingly important to future commercial Districts, with centralized parking areas and nearby residential, commercial and office developments. The pedestrian transportation system will be especially vital in linking the beaches, blufftop landscaped area, and the pier to inland visitor-oriented commercial Districts. In all cases, the pedestrian system must be safe, pleasant, and convenient.

One of the most important pedestrian routes is the lateral access along the shore. In the Downtown Specific Plan area, the entire shoreline is open to the public; and, with the exception of one stock cooperative residential complex northwest of the pier, there are no private developments between PCH and the ocean. Continuous pedestrian access is provided along the public beach. There is also a continuous hard surface pedestrian route or sidewalk along PCH between Beach Boulevard and Goldenwest Street. In addition, the coast bike trail provides a lateral accessway extending the entire length of the Specific Plan area, which is also designed for handicapped persons using wheelchairs.

Special pedestrian features should also be planned for the Main Street corridor. Main Street should be a lively, active commercial District at the street level. The first floor of developments along Main Street should be commercial, with open-air establishments encouraged. Structures should be built along a continuous retail facade near the sidewalk. The sidewalk should be wide enough for convenient passage, but relatively intimate so that pedestrians will be near the stores and the retail fronts will demand their attention. Main Street should remain one-way with limited vehicular access and parking. Corner plazas should be required with large consolidations to provide places for people to sit and relax. The plazas could provide an entry way to the Main Street corridor and commercial District.

Sidewalks should be required on all public right-of-ways, providing a basic and comprehensive pedestrian network. In some Districts, dedication may be required for public parkways and sidewalks.

One of the major challenges to the pedestrian system is providing safe access across PCH. This connection is especially important for visitor-oriented commercial areas which rely on their proximity to the beach and pier as an amenity to draw customers. Provision of safe and convenient pedestrian crossings through a series of traffic signals and overpasses should be encouraged.

The median along PCH should be designed and landscaped consistent with the Downtown theme and should discourage mid-block pedestrian crossings. The median should be unbroken except for intersections with traffic signals.

Overpasses or underpasses might be especially important in the commercial/recreation Districts where hotels are proposed. A direct, convenient connection to the popular City beach could be an important feature in the success of such developments. Overpasses could be designed for use not only by the general public, but could have direct connections with the hotel developments, providing convenient beach access to the patrons. Overpasses may also provide convenient connection between commercial and public facilities, like a hotel and museum.

The importance of tying the Main Street corridor to the Municipal Pier as part of a unified visitor-oriented commercial District suggests the need for a grade separated pedestrian crossing at Main Street. Six lanes of highway will separate the pier and the Downtown commercial District; a traffic signal can only periodically provide safe access. If the commercial Districts are successful, pedestrian volume will increase in this area. This will require the

signals near the Downtown to provide increasingly longer and more frequent traffic stops to facilitate pedestrian movement, disrupting automobile flow on PCH. Thus, the advantage of an overpass at this location would be to provide for a continuous physical connection between Main Street and the pier, while not obstructing vehicular traffic. As an alternative to an overpass, an underpass could be considered in conjunction with some well-lighted peripheral shops which would reduce the tunnel effect.

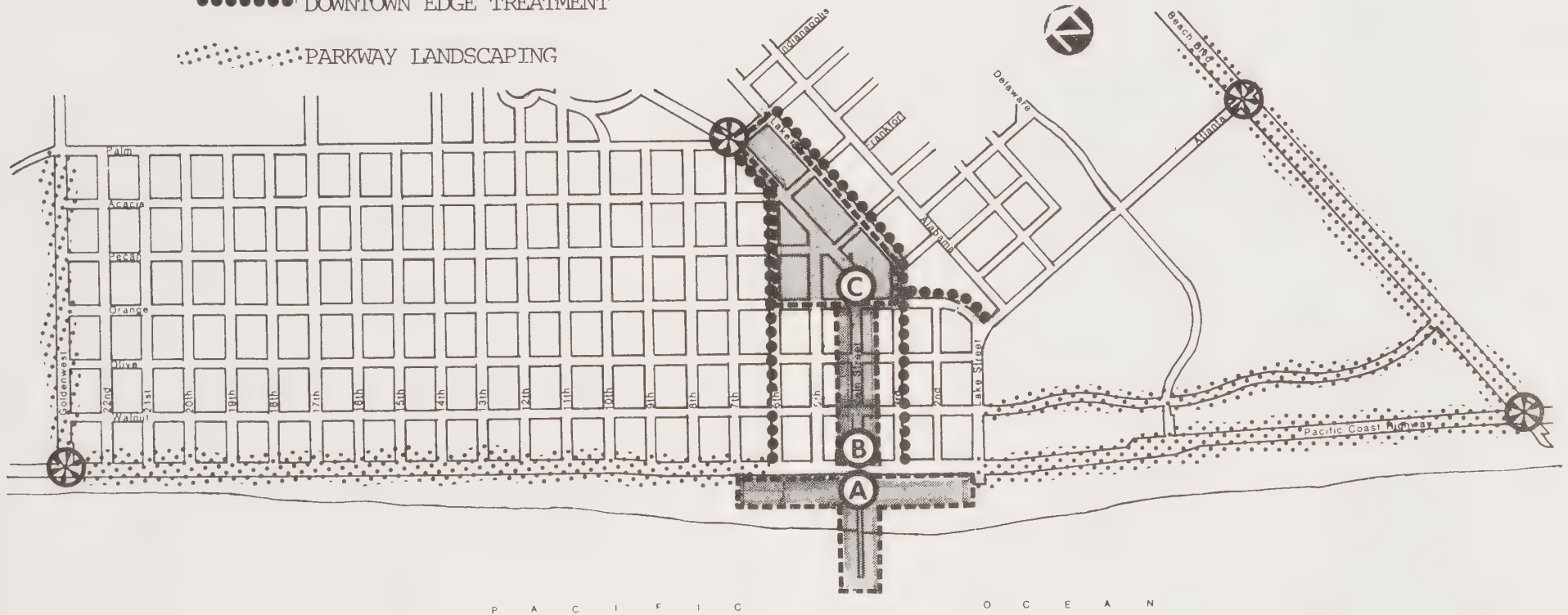
The major facilities which could require significant public participation to develop are the overpasses. Costs can be reduced by the use of publicly-owned land on both sides of PCH. Public funds such as Coastal Conservancy grants can be used to help build these kinds of facilities, and in many instances the proposed overpasses can be constructed with a combination of public and private monies. Funding sources include tax increment, special assessments on serviced properties, State grants, the municipal general funds, earmarked fees at City and State beaches, development incentives, and contributions by OCTD as part of a transit center.

LEGEND

- (A) PIER/ BROADWALK
- (B) MAIN ST. PLAZA
- (C) TOWN SQUARE/ SUPER BLOCK
- PEDESTRIAN ORIENTATED AREAS
- GATEWAYS

..... DOWNTOWN EDGE TREATMENT

..... PARKWAY LANDSCAPING



The open space framework is comprised of focal points, Districts and entry nodes interconnected by pedestrian and vehicular corridors. Each District and focal point accommodates a distinct mix of pedestrian/vehicular activities, events and landscape base with a hierarchy of use and visibility. Physical design elements in each space or corridor are intended to enhance the viewer experience to create an interesting environment. The proposed open spaces and landscape concepts are a means of coordinating design which is both supportive of and independent of the architectural forms. The major objective is to unify open space and physical structures into a homogeneous "sense of place" or community of distinct Districts with a common theme.

The design concept describes an area-wide landscape framework in order to create a positive unified image through landscaping. Landscaping will visually tie together the diverse built environment and introduce a softer, human element into the harder surrounding architectural elements. It also is intended to provide diversity, contrast and color in an ocean-oriented environment.

Existing landscaping in the Downtown is minimal. Recently the City provided landscape and streetscape improvements to Main Street, in order to de-emphasized its use for vehicular traffic by making it a one-way street to encourage pedestrian traffic. While these improvements have helped stimulate interest along Main Street, major work is still needed to create an atmosphere that links Main Street to the pier and other Downtown areas. A comprehensive landscape and architectural framework will help accomplish this and visually unify the Specific Plan area. This framework should be based on focal points, Districts and entry nodes (see Figure 3.4).

The landscaping envisioned could create a dramatic change in the Downtown Specific Plan atmosphere, it would be ideal to make all improvements at the same time as part of an initial thrust. This can be accomplished if the City invests the money to fund landscaping up front, the costs of improvements could then be passed on to property owners through an assessment District, or reimbursed by tax increment financing.

Ongoing maintenance of landscaping must also be provided. If the improvements are installed by the City prior to development taking place, the City will have to maintain them. This could place a burden on the already hard-pressed maintenance budget. An alternative would be to form maintenance assessment Districts so that properties benefitted by the improvements would pay for their upkeep. Landscape maintenance by the City also insures that services will be of uniform quality and performed regularly.

Additional information is needed on which to base recommendations for installing and maintaining landscape improvements. These will be developed with the Design Guidelines Document.

- A. Pier/Boardwalk - This area, located at the pier and Pacific Coast Highway, should emphasize the ocean view-oriented experience. This area should include fast food stands and novelty shops, eating areas, umbrellas and overhead porticos are recommended.

Banners, graphics, color scheme, and "pier boardwalk" signage will create a festive atmosphere and further complete the transition from this area to the Main Street plaza. Lighting will also be extremely important in promoting a day and night activity area. Other possible uses in this area are a museum and new dining establishments in a multi-level area, and the necessary parking to support these functions. Pedestrian movement, strolling, window shopping and eating should be the primary focus of this area.

- B. Main Street Plaza - The Main Street plaza should be a focal point inland from Pacific Coast Highway. Strong landscape elements such as color and texture should be incorporated into this area. Examples of this would be large paving areas with bollards, raised planters, eye-catching graphics, and banners. The outdoor aspects emphasised to include street furnishings, dining areas, kiosks, and seating areas. The possible development of a theme structure may also be appropriate. A water feature could also provide a strong link to the ocean. Pedestrian activity is critical in this area. The area should develop as the destination node on Pacific Coast Highway.

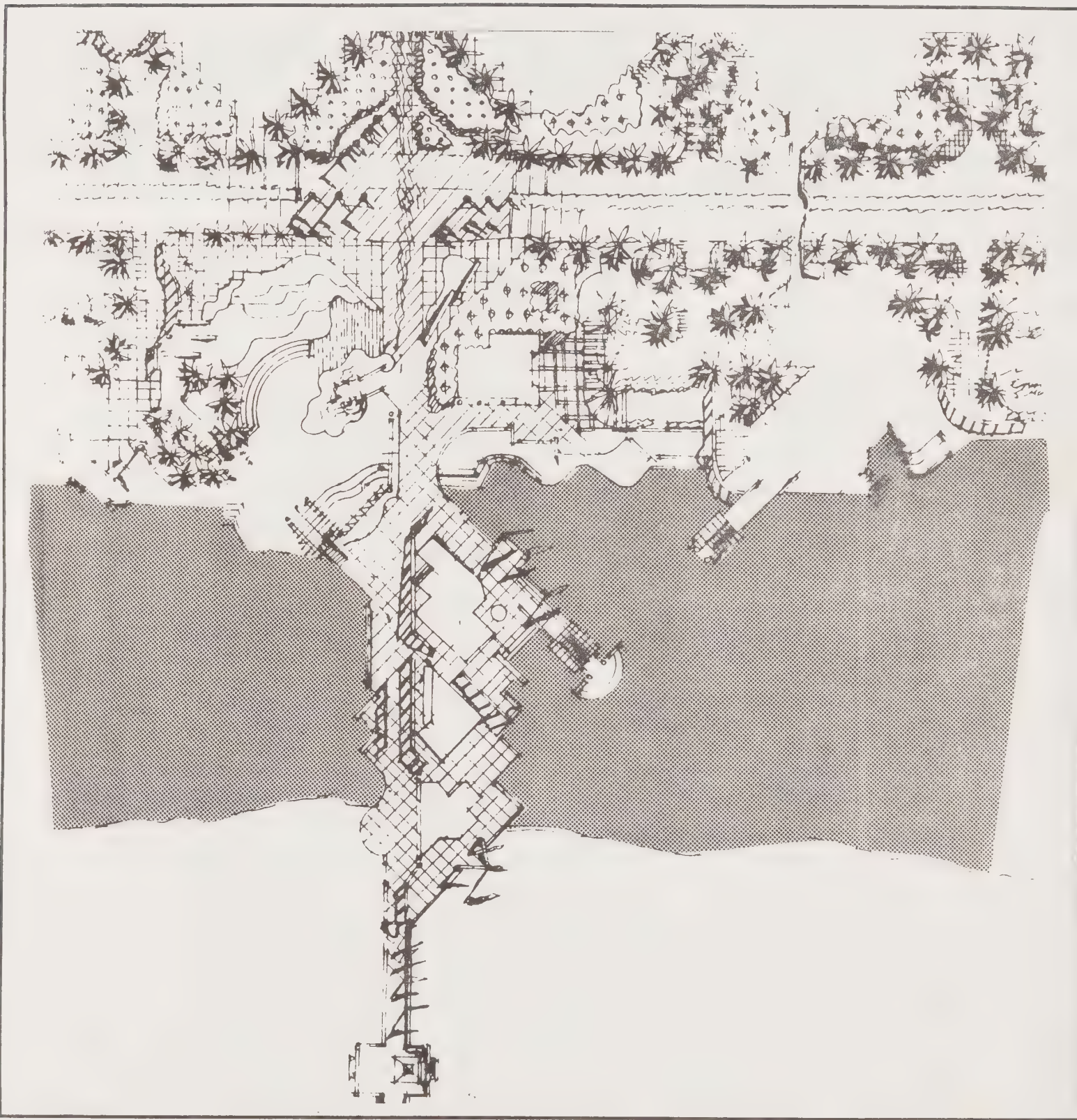
- C. Town Square/Super Block - The Town Square is envisioned as a gathering spot; a resting oasis with neighborhood shopping plaza containing terraced walks, retail stores, and patio dining. It will serve as the terminus of new development and mark the beginning of the transition to the established neighborhoods. Beacuse of its relationship to the Main Street pedestrian area, this plaza should incorporate kiosks, street furniture, transit shelters and possibly a water feature to emphasize the human scale. Landscaping in this area should consist of grove and specimen vegetation.

Equally important to landscaping and architecture within the actual Districts is the treatment of entryways and transitional areas between the Downtown Districts and existing neighborhoods. The main entry ways are seen as the "front doors" to the community. They must provide entry experience and physical definition. They will also define the edge of the City in relationship to adjacent beach communitites. Possible elements which could be incorporated into these are the Huntington Beach logo, District graphics, and vertical pylons with up-lighting. Landscaping should include the "theme" palms to establish a concept which will be carried out through the corridors and Districts. Other important landscape areas are nodes at crosswalks and main entry portals to the Plan area. The following discussions highlight some recommedend improvements.

- Pacific Coast Highway Streetscape Corridor - Pacific Coast Highway is the major traffic carrier through the Downtown Specific Plan area, therefore significant landscape improvements are recommended. Through use of tall vertical palms and lower growing trees, the highway could

become a more distinctive boulevard in the European style. Enriched paving, benches, kiosks and seasonal color pockets in raised planters will contribute to the overall ambience and grace, and establish pleasant pedestrian zones and transit stops. Extensive use should be made of palm trees and landscaped median. Tree spacing will also be of concern, spacing should be approximately 30'-40' on center. Buffering the parking areas along the highway should also be attempted, possibly with a terraced garden walkway to the parking levels.

- Parkway Treatment - Parkway treatment will help create the City image. The proposed Walnut Avenue extension and other arterials in the Downtown area should combine an intensity of native plants with the "theme" palms in the landscaped areas. These streets should provide ample setbacks for the type of landscaping that promotes color and variety, and helps to soften adjacent developments.
- Residential Edge Entry - Special entry edge treatment will provide a visual transition from existing single family homes to higher density housing. This will help establish an identity and familiarity to streets and new Districts. This can be accomplished through use of structural portals with vines. Lighting can be used in conjunction with these to create night-time sculptural qualities. Enriched pavement will help to promote pedestrian flow and slow vehicular approach in these areas, which will enhance the pedestrian experience in the area.
- Cross-walk Nodes - Cross-walk nodes are collector/meeting points for pedestrian traffic from the beach into neighborhoods or the village center. Primary elements at these points are the street name signs, traffic signal and crosswalk indicator. These can be incorporated into an overhead signage area. Trees can be planted in these areas to create a visual axis from the ocean to inland streets.
- Arts Park - The establishment of an area devoted to works of art which center on the ocean-oriented theme. Ideally a cultural activity node with ample green space and a gardenesque ambience could be developed. However, spreading the arts theme throughout the Downtown area by providing piece of sculpture in various public spaces may work equally as well.



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Public Facilities

Figure 3.5

In addition to the public facilities and utilities generally provided by a local jurisdiction, other civic amenities would be desirable to further enhance the Specific Plan area. These amenities could be provided by the City, other public agencies, or by private parties. They could include a wide assortment of specialized uses ranging from parks to a library, post office, theater or museum. Because the interest in or desire for such amenities in an urban setting varies greatly, their incorporation into the Specific Plan is only suggested. The actual facilities would be built if and when government and/or private groups determined that their establishment within a proposed development would be beneficial.

The Specific Plan area is in a prime location for public facilities. The area includes two important parks: Huntington City Beach and Bolsa Chica State Beach. Both of these parks not only provide extraordinary recreation and aesthetic amenities to local residents, but also attract large numbers of visitors from outside the City. This latter quality makes these facilities crucial to the viability of future development such as hotels and visitor-oriented commercial.

Huntington Beach Municipal Beach (the City beach) is the most popular beach in Orange County and is often cited as an example of outstanding landscaping and design. The City beach also includes the pier, which is one of the most significant features in the plan area.

Bolsa Chica State Beach, (in the area of the Downtown Specific Plan) has been the site of oil production facilities for many decades. As a result of this, the bluff area and beach has historically been underutilized and unattractive. The City, with the cooperation of the State Department of Parks and Recreation, and the oil companies, has completed a landscape plan for the entire bluff area. This area will be developed to include a bike trail, new accessways from the bluff to the sand, and a phased landscaping plan.

In addition to the State and City beaches other civic amenities in the Downtown area are the public library at Main Street and Orange Avenue, and the United States post office at Main Street and Olive Avenue.

Additional public facilities may be envisioned and may be appropriate for inclusion in the Downtown Specific Plan. Many of the amenities suggested can be unilaterally instigated by the City, such as a library or park. Others will require the cooperation of other agencies or groups, whose participation may range from minor involvement to complete provision. The means for encouraging or promoting these uses, would involve at least the following: 1) an assessment of the likelihood that a particular facility could be attracted to the City; 2) a feasibility study on whether or not the use could be self-supporting or the amount of subsidy it would require; 3) a cost-benefit analysis of the various alternative amenities which could be attracted and supported in order to choose among these or determine which should be pursued; and 4) an investigation of funding sources. The following provide brief discussions of possible public facilities:

- Library and Post Office - The existing library and post office are both appropriate facilities in a Downtown area. Both provide a necessary service to both businesses and residents, however it is possible that these facilities could be moved to other locations in the Downtown area. One possible location would be in the District 6.
- Museum - A museum might be the type of amenity which would augment the visitor-serving atmosphere of the Main Street-Pier axis. This type of facility could be either publicly or privately financed. The area provides an appropriate setting for several ocean-related museum themes such as oceanography, archaeology, natural history, local history, the oil industry operations and surfing. The historic aspect of the oil-producing facilities in the region as it relates to the ocean's edge - an oil-rich environment could be part of the museum theme. As a point of interest to visitors, the oil industry could be recognized through strategic location of oil-producing machinery, such as a large rocker arm pump, treated as environmental sculpture and public art. An oil industry museum could be a draw, but in itself a relatively lesser one. A museum could be best located in the pier area District 10 which could serve as an anchor point for the Main Street-Pier axis.
- Ocean Life Interpretive Center - An attraction of this type would be aimed at the regional visitor who may have already seen Marineland or Sea World. This would be a unique attraction emphasizing human exploration, use and relationship to the ocean, and the effect upon its ecology.

Working models, full-scale submersible exploration equipment, and other interpretive exhibits on the ocean and man could be presented. The off shore oil rigs are a natural tie-in to what the oil companies are doing to mitigate impacts for example. This attraction should be closely related to the pier head, the beach and the ocean to maximize the relationship. This can be a landmark structure with a unique architectural form.

- Aquarium - An amenity similar in nature to a museum and also appropriate for a beach area would be an aquarium. Like a museum, an aquarium could be either publicly or privately financed. The most likely location for an aquarium would be on or adjacent to the pier. Such a facility could be combined with a research laboratory. A variant of the typical aquarium is an underwater observatory, accessed from the pier, where visitors can look out and observe marine life in their natural habitats. To be interesting, however, such an observatory should be located in a rocky area or adjacent to a manmade or natural reef which attracts fish and other marine organisms.

A marine research laboratory would be a valuable asset and could be combined with an aquarium. Establishing a research facility would require soliciting the interest of educational or research institutions. Such a venture probably entails significant ground work and would need strong City commitment to implement. However, the interest and prestige generated by a marine research lab could add significantly to the revitalization efforts of the Downtown.

- Surfing Hall of Fame - This idea is related to Huntington Beach's reputation as a top surfing spot and the site of the national surfing championships. This theme plays up the surfing presence as a positive element and provides customers for beach level retail outlets. A surfing Hall of Fame or other point of interest could be incorporated into new development at the pier in conjunction with the restaurants and viewing points for watching the surfing action and competition.
- Theater or Auditorium - A community theater or auditorium could be built by the City or a private developer, or by a joint venture of public and private groups. A theater could be located in the area immediately across from the pier area as part of a large consolidated project. A theater or auditorium would be a cultural asset to the City and act as a focal point or showcase for many civic purposes such as meetings, lectures, professional or community theater, or musical groups. A mall or plaza around a theater might also function as an urban open space, aesthetically enriching the Downtown.
- Convention Center - The largest public amenity which could be provided in the Downtown area would be a convention center. A convention center would probably be a City project and could be located on City property. These are the only locations with enough space for parking and the related facilities to support a convention center. If a convention center were to be built, hotel and motel accommodations, with their attendant restaurants and shops, would be needed to house and serve conventioners.
- Pier - The pier, located at the end of Main Street, provides the focal point for Downtown Huntington Beach. Originally constructed in 1914, portions of the pier are currently in need of major repair. The Specific Plan envisions restoration of the pier in conjunction with expanded visitor serving and recreational uses. With these improvements complete, the pier would become the hub of a major tourist recreational area and the catalyst for commercial revitalization Downtown.

3.6 Infrastructure

3.6.1 Sewerage System

The provision of adequate sewerage facilities in the Specific Plan area is an important prerequisite to development. A sewerage system in an urban area like Huntington Beach is composed of shared, public pipelines and related facilities which: collect and transport water-borne wastes away from individual homes and other establishments, treat this waste, and dispose of it in a manner that is not detrimental to the public health or to the environment.

Collection and treatment of sewage in Huntington Beach is accomplished by a combination of City and County facilities which include pipes, pump stations and a treatment plant. Small sewer pipes collect wastewater from individual buildings and oil facilities. The sewage is then transported through a series of consecutively larger pipelines to a treatment plant where it is treated and discharged into the ocean. The larger pipelines into which sewage from the many smaller sewers flows, are called "trunk sewers" or "trunk lines."

An adopted sewerage plan for the Orange County Sanitation District No. 11 proposes extending a large collector or trunk sewer, the Coast Trunk sewer within the Specific Plan area from Lake to Goldenwest Street. The extension of the Coast Trunk sewer to Goldenwest Street will alleviate problems which exist in portions of the older Ocean Avenue Trunk sewer. The new trunk line is located beneath Walnut Avenue through the Downtown.

The remainder of the sewerage system in the Specific Plan area is composed of two other County system trunk sewers which are located beneath Lake Street and Atlanta Avenue and numerous City sewers, which are smaller than these trunk lines and which are buried in the alleys throughout the Specific Plan area.

In 1979, the City retained the engineering firm of Lowry and Associates to identify those sections within the sewerage system which would be potentially overloaded at ultimate development of the General Plan. The capacity of the sewers in the Downtown and Townlot areas were not identified as deficient in this study.* Another analysis of the sewers in the Downtown was made by the City in the spring of 1980 through the use of a specially equipped camera which photographs the insides of sewer pipes. No major obstructions or immediate problems were identified by this method.

Nonetheless, these facilities are approximately 70 years old. The City's Department of Public Works has indicated that, because of their age, there may be problems with connecting these lines to the new Coast Trunk, and portions of the lines may need to be reconstructed at the time of connection.

*The General Plan has been amended since this study was conducted, which resulted in a reduction in the amount of area designated Mixed Development Commerical.

County Sanitation Districts are financed individually through taxation of the properties in each District and through sewer connection fees for new development. There is currently a lack of funds in County Sanitation District No. 11 to complete all the projects shown on the District's Master Plan; therefore, an annual priority for projects must be established. The inability of District No. 11 to make all the necessary improvements could cause problems in local sewers and may constrain development in certain areas of the City unless other funding sources are identified. County Sanitation District No. 11 is studying the need to establish increased fees in order to fund the needed improvements. No additional major improvements, after the Coast Trunk is completed, are forecast by District No. 11 as necessary in the near term for the Downtown area.

The sewer connection fee is the primary source of funding for proposed City sewerage projects. The Public Works Department, as a condition to approving an application for sewer connections, is authorized to collect a fee for the purpose of reimbursing the City for the cost of upgrading the sewer system and of future replacements and extensions to this system. This fee is placed into the City's sewer fund.

The City's sewer fund balance is expected to be adequate to fund the majority of improvements needed to correct existing and potential capacity deficiencies and to provide adequate service to new development at ultimate buildout. Replacement of sewers in the Downtown was not included in this estimate. However, if replacement becomes necessary because of difficulties in connecting the older lines to the new trunk sewer, the City's Department of Public Works estimates that this could cost approximately \$4 million for the entire Townlot/Downtown area.

3.6.2 Drainage

The purpose of the City's drainage system is to convey water away from property and streets. The existing drainage system is incorporated into the City's overall flood control system which is designed to prevent flooding during heavy storms. Rainfall constitutes the most important source of water runoff; however, activities such as watering lawns and washing cars also generate waste water which must be removed and disposed of.

The existing drainage system in the Specific Plan area is a small portion of a much larger network which includes regional flood control channels maintained by the County and tributary drainage facilities which are the responsibility of the City. Generally speaking, local storm drains and channels flow into County channels; however, in the Specific Plan area, drain pipes pass underneath PCH and empty directly onto the beach. No County flood control channels are located within the Specific Plan area.

In 1979, L.D. King and Associates prepared a Master Plan of Drainage for the City. The Plan identified serious deficiencies in the Downtown and Townlot areas which include portions of four of the City's 34 drainage Districts. These deficiencies are not primarily in the Specific Plan area, but reflect a more widespread problem in the Townlot area. Implementation of these improvements would alleviate existing drainage problems in the Townlot area.

The recommended improvements by District are outlined below:

- Drainage District 8H - Extend the existing drains in Goldenwest (42 inches in diameter), Sixteenth (30 inches) and Twentieth (42 inches) Streets to Orange Avenue. Construct a new drain in Eighteenth Street between Orange and PCH.
- District 8D - Construct a drain in Thirteenth Street from Orange to the ocean (96 inches). (completed)
- District 8A - Construct a drain on Sixth Street (42 inches).
- District 8B - No improvements are recommended.

Drainage projects are funded primarily through drainage fees. The City collects drainage fees from property owners prior to issuing a building permit or recording a subdivision map in any drainage District and deposits this fee into a "planned local drainage fund" for the purpose of defraying the costs of constructing master-planned facilities in that District. It is important that the drainage fees accurately reflect current drainage needs and costs.

Each of the City's 34 drainage Districts represent local runoff areas with different drainage characteristics and needs. The amount of the drainage fee is based on the estimated costs of master-planned facilities and varies for each drainage District. According to the State law (Government Code Section 66483), fees collected from development activities in any one District can only be used to construct facilities in that District. In some instances, other sources besides fees, such as Housing and Community Development grant funds or tax-increment from a redevelopment project, could be available for drainage improvements. The cost of all improvements in Districts 8H, 8D and 8A was estimated at \$5.7 million in 1979, and these would be constructed with District drainage fees and other sources in accordance with a priority established by the City's Master Plan of Drainage. These Districts include significant areas outside the Downtown, and the current cost of improvements solely for the Specific Plan area has not been computed because it is unlikely that they would be constructed separately; each drain in its entirety would be built as a solution to problems of the larger drainage network.

3.6.3 Water

An adequate water supply is necessary to serve new development within the Specific Plan area. The water system must serve the demands of residents, commercial establishments, recreational and landscape uses and fire fighting activities, as necessary.

The City owns the present water system and operates it through the Water Division of the Public Works Department. Customers are charged for water use at a rate approved by the City Council, and set at a level necessary to cover operating expenses and capital improvements. Through the passage of bonds, the City has made major improvements to the system enabling it to accommodate anticipated future growth. Most notably, the City helped

construct pipelines to bring water from the Metropolitan Water District (MWD) reservoirs into the City, thereby enlarging the potential supply for future development.

In the Specific Plan area, the existing system consists of water mains (12-inches in diameter) which are located in the following streets: Goldenwest, Seventeenth, Main, Lake, Beach, Atlanta, Palm and Orange. These mains carry the water from reservoirs to the Downtown and Townlot, where distribution lines branch off to supply water to individual users. In the Downtown and Townlot areas, these branch lines are currently located beneath the alleys.

Generally speaking, the large water mains located throughout the City are adequate; however, in the Downtown area the pipes are old, undersized and in a deteriorating condition. Many of the mains will have to be upgraded or replaced to meet the demands of future development.

The Public Works Department has compiled a list of water projects for implementation over a five-year period. Included in this list is the replacement of old cast iron pipes in the Downtown. Ultimate implementation of these projects is based on a number of considerations. Among them, high priority is given to projects that provide new water supply (i.e., wells) or improve fire flow deficiencies, and lower priority is given to improvements such as those Downtown, which may be needed only at ultimate build-out.

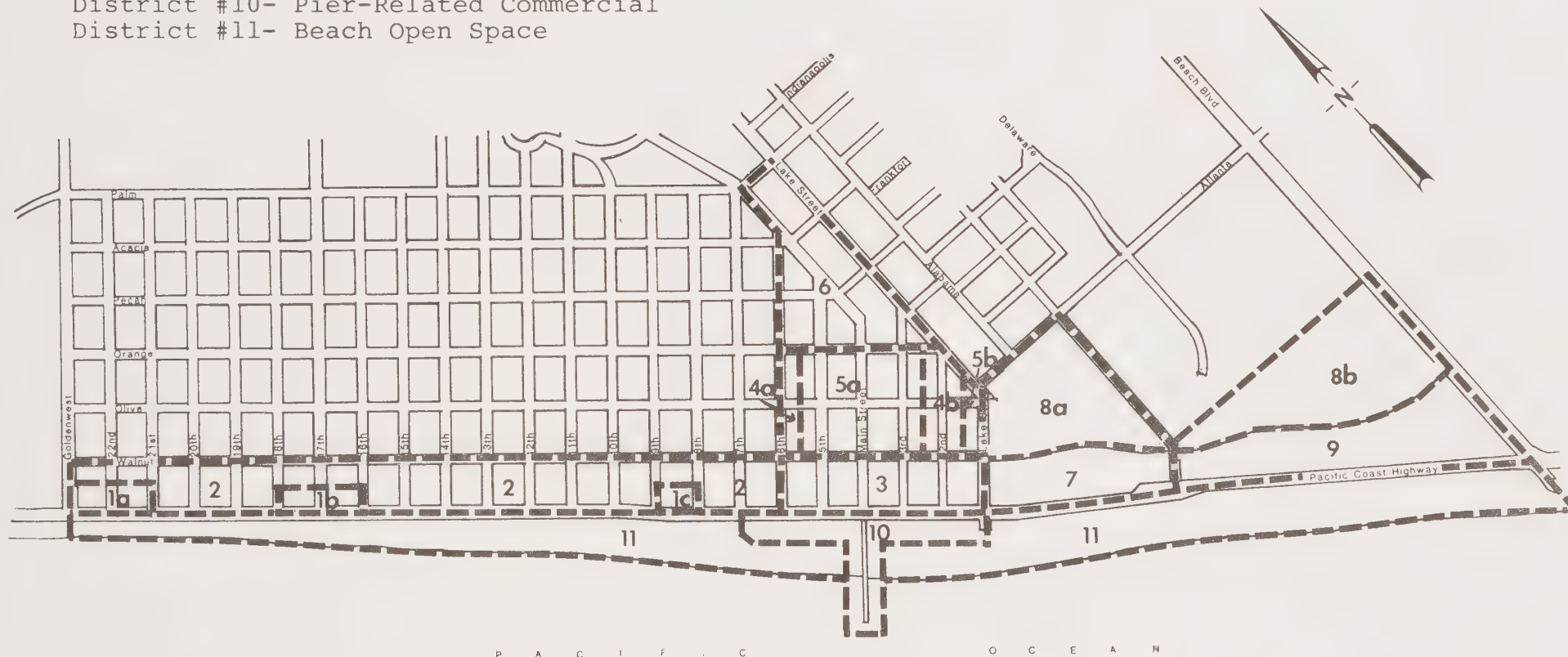
Improvements to the City's water system are primarily funded out of revenues generated by the sale of water to City residents. A smaller amount of money is also collected from water connection fees charged to new development based on acreage and/or number of units. These revenues are expected to be adequate to cover the needs for Downtown improvements.

Section Four

Development Standards

LEGEND

- District #1- Visitor-Serving Commercial/Residential
- District #2- Residential
- District #3- Visitor-Serving Commercial/Office/Residential
- District #4- Mixed Use; Office/Residential/Limited Commercial
- District #5- Mixed Use; Commercial/Office/Residential
- District #6- Mixed Use; General Commercial/Office/Residential
- District #7- Visitor-Serving Commercial
- District #8- High Density Residential
- District #9- Commercial/Recreation
- District #10- Pier-Related Commercial
- District #11- Beach Open Space



4.0 DEVELOPMENT STANDARDS

4.0.01 Intent and Purpose

The purpose of this article is to guide the orderly development and improvement within the Downtown Specific Plan. The Plan is established to guide the development of the area which is characterized by unique location, geographic features, land uses and ownership patterns, and should not be regulated by zoning District standards applicable City-wide. This Specific Plan will replace the existing zoning with policies, development standards and descriptive maps specifically designed for the Downtown area. The Specific Plan provides for creativity at the individual project level and, at the same time, ensures that developments will ultimately combine to create a cohesive community.

The Downtown Specific Plan area is divided into eleven Districts (see Figure 4.0). This section of the Plan contains development standards intended to govern individual projects within each District.

4.0.02 Downtown Specific Plan Boundary

The property described herein is included in the Downtown Specific Plan and shall be subject to policies and development standards set forth in this article. Precisely, the Downtown Specific Plan includes the real property described as follows:

Beginning at the most northerly corner of Lot 22, Block 122 of the Huntington Beach Seventeenth Street Section Tract, as recorded in Book 4, page 10 of Miscellaneous Maps, records of Orange County, State of California; thence northerly 50 feet approximately to a point, said point being the intersection of the centerlines of Goldenwest Street and Walnut Avenue; said point also being the true point of beginning; thence southwesterly along the centerline of Goldenwest Street and its prolongation to a point on the high tide line of the Pacific Ocean; thence southeasterly along said high tide line to a line parallel with and 72.50 feet northwesterly, measured at right angles, from the southwesterly along said high tide line to a line parallel with and 72.50 feet northwesterly, measured at right angles, from the southwesterly prolongation of the centerline of Main Street; thence southwesterly along said line 1,470 feet approximately to a line parallel with heretofore said high tide line; thence southeasterly along said line 145 feet approximately to a line parallel with and 72.50 feet southeasterly, measured at right angles, from said southwesterly prolongation of the centerline of Main Street; thence northeasterly along said line to the heretofore said high tide line to the prolonged survey centerline of Beach Boulevard; thence northerly along said survey centerline of Beach Boulevard 2800 feet approximately to the south line of Tract 9580, as shown on a map recorded in Book 444, page 31, records of Orange County, State of California; thence westerly along said line 1995 feet approximately to the centerline of Huntington Street; thence northerly along said centerline 1320 feet approximately to the centerline of Atlanta Avenue; thence westerly along said centerline 857 feet approximately to the centerline of Lake Street; thence northerly along said centerline 2352 feet approximately to the centerline of Palm Avenue; thence westerly along said centerline 332 feet approximately to the centerline of Sixth Street; thence southwesterly to the centerline of Walnut Avenue; thence northwesterly along said centerline 5547 feet approximately to the true point of beginning.

4.0.03 Organization

This section details the development standards for projects in the Specific Plan area. The section includes 1) regulations affecting administration and permitting, 2) general requirements for all projects of a certain size or type, 3) particular requirements for projects within the different Districts and 4) overlays which permit special uses in select areas.

4.0.04 Definitions

The following definitions shall apply to the Downtown Specific Plan. Terms not described under this section shall be subject to the definitions contained in the Huntington Beach Ordinance Code.

Bolsa Chica State Beach: The area seaward of Pacific Coast Highway extending from the Huntington Beach City Pier northwest to Warner Avenue. The portion of this beach from the pier to Goldenwest Street is within the boundary of the Downtown Specific Plan.

Build-to-line: A dimension which specifies where the structure must begin. For example, "build-to-5'", where the structure must extend to five feet of the lot line.

Director: The Director of the Department of Development Services.

Facade: The main face of front of a building.

Feasible: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.

Floor Area Ratio (FAR): A number which indicates how many square feet of structure can be built on a site, expressed as a multiple of the gross building site area. For example, if a site is 5,000 square feet in area and the FAR is 2.0, the square footage of a building cannot exceed 10,000 gross square feet ($2 \times 5,000$).

Fronting : Any lot or portion of a lot which abuts an arterial shall be considered to front on that arterial and shall comply with the required front yard setbacks, whether or not the development on that lot actually takes access from the arterial.

Full bent on that lot actually takes access from the arterial.

Full block: A parcel of property bounded on all sides by public streets.

Half block: A parcel of property bounded on all sides by public streets and/or alleys containing at least one-half ($1/2$) the net area of the full block.

Height: The vertical distance above the highest adjacent street level measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or the average height of the highest gable of a pitched or hipped roof.

Public open space: Public open space may include one of the following: open air commercial (open to the street on the first floor, or on at least one side, above the first floor, or open to the sky), patios, plazas, balconies, gardens or view areas accessible to the public. The open space requirement can be met anywhere in the development; however, open space provided above the second floor will receive only fifty (50) percent credit toward this requirement. This requirement cannot be met by open areas which are physically inaccessible to the public.

Residual parcel: A legal lot which does not meet the requirements for a building site within the District in which it is located, and where the abutting sites are already developed.

Right-of-way (ROW): That portion of property which is dedicated or over which an easement is granted for public streets or alleys.

Semi-subterranean parking: Parking structure which is partially recessed into the development site, and which may or may not support additional structures above (e.g. dwelling units, tennis courts, or parking structures).

Setback: A stipulated area adjacent to the lot lines which must be kept free of structures over forty-two (42) inches high.

Street level: The elevation measured at the centerline of the public street adjacent to the front setback at a point midway between the two side property lines.

Townlot: The area and parcels bounded by Pacific Coast Highway on the southwest, Goldenwest Street on the northwest, Palm Avenue on the north and northeast, and Sixth Street on the east and southeast.

Ultimate right-of-way: The most lateral edge of the area dedicated for street or alley purposes.

4.1 ADMINISTRATION

4.1.01 Approvals Required

All developments within the Downtown Specific Plan shall be subject to one or more of the following, as identified in each district: A Use Permit , a Conditional Use Permit , a Site Plan Review , or the Design Review provisions of the Huntington Beach Ordinance Code. In addition, a Conditional Use Permit (CUP) shall be required for any condominium or stock cooperative , any subdivision, mixed-use development, development on a site larger than one (1) net acre in size, or any project which requires a special permit (Section 4.1.02). The Design Review process, Board of Zoning Adjustments (BZA), Planning Commission or the City Council shall also consider the following before approving a project:

- (a) Projects shall be in conformance with the adopted Design Guidelines for the area.
- (b) Architectural features and general appearance of the proposed development shall enhance the orderly and harmonious development of the area or the community as a whole.
- (c) Architectural features and complimentary colors shall be incorporated into the design of all exterior surfaces of the buildings in order to create an aesthetically pleasing project.
- (d) Particular attention shall be given to incorporating signs, including their colors, into the overall design of the entire development in order to achieve uniformity.
- (e) Vehicular accessways shall be designed with landscaping and building variation to eliminate an alley-like appearance.

4.1.02 Special Permit

The Downtown Specific Plan development standards are designed to encourage developments creating an aesthetically pleasing appearance, enhancing the living environment, and facilitating innovative architectural design and adaptation of the development to the unique surrounding environment.

Deviations from the development regulations of this Specific Plan, with the exception of maximum density, parking requirements in all Districts, and maximum building heights in Districts 1, 2 and 4, may be granted at the time of project approval. Such deviations shall only be allowed when, in the opinion of the Planning Commission, significantly greater benefits from the project can be provided than would occur if all the minimum requirements were met. Some additional benefits which may make a project eligible for exemptions include: greater open space, greater setbacks, unique or innovative designs, public parking, public open space, and the use of energy conservation or solar

technology. The developer may request a special permit at the same time as the filing of an application for a conditional use permit and shall be heard concurrently. The Planning Commission may approve the special permit in whole or in part upon a finding that the proposed development, in addition to providing greater benefits as required above, will also:

- (a) Promote better living environments;
- (b) Provide better land planning techniques with maximum use of aesthetically pleasing types of architecture, landscaping, site layout and design;
- (c) Not be detrimental to the general health, welfare, safety and convenience of the neighborhood or City in general, nor detrimental or injurious to the value of property or improvements of the neighborhood or of the City in general; and
- (d) Be consistent with objectives of the Downtown Specific Plan in achieving a development adapted to the terrain and compatible with the surrounding environment.

4.1.03 Coastal Permit

Developments within the Downtown Specific Plan area will not be subject to the requirements pertaining to Coastal Development Permits, in addition to the other provisions of the Huntington Beach Ordinance Code.

4.1.04 Severability

If any section, subsection, sentence, clause, phrase, or portion of this title, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this title, or any future amendments or additions hereto. The Council hereby declares that it would have adopted these titles and each sentence, subsection, sentence, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

4.1.05 Appeals from Director's Decisions

Decisions by the Director of Development Services on non-zoning matters may be appealed to the City Administrator; decisions on zoning matters may be appealed to the Board of Zoning Adjustments.

4.2 GENERAL PROVISIONS

The general provisions of this article shall apply to all developments within the Downtown Specific Plan area wherever the size or type of development proposed would make such provisions applicable.

All development shall comply with all existing standard plans and specifications and adopted City codes.

4.2.01 Permitted Uses. Permitted uses shall be established in each District and shall be required to meet all applicable provisions of the Huntington Beach Ordinance Code. In addition, the following shall apply:

- (a) All structures incidental and accessory to a permitted principal use or structure may be erected on any parcel containing a main building provided that such structure(s) not exceed fifteen (15) feet in height nor to be closer than ten (10) feet to any other structure on the same parcel and shall conform with all setback requirements of the District.

Exception: Parking structures are excluded from this provision.

- (b) Parcels which, prior to the effective date of this ordinance, had an oil suffix (O,O1) and are identified in Figure 4.14, shall retain such suffix in combination with the new zoning designation "Downtown Specific Plan" (see Section 4.14).
- (c) Parcels which, prior to the effective date of this ordinance, had a Mobilehome District (MH), shall retain such designation in combination with the new zoning designations in the "Downtown Specific Plan" serving as an overlay, for the effected Districts (see Section 4.16).
- (d) All nonconforming uses or structures shall be required to meet all applicable provisions of the Huntington Beach Ordinance Code in each of the following:
 - Any building alterations or rehabilitation of more than \$30,000 according to current U.B.C. building valuation data shall require that off street parking be provided according to the Huntington Beach Ordinance Code.
 - Any change of use, expansion of use, or change in occupant to a use which would require additional off street parking shall provide the required off street parking according to the Huntington Beach Ordinance Code.
 - Any expansion of floor area in a non-conforming use or building shall require that the entire use or structure meet all applicable provisions of the Huntington Beach Ordinance Code.

- 4.2.02 Minimum Parcel Size. A minimum parcel size shall be established in each District. A waiver of this requirement may be granted by the Director for residual parcels.

In addition, the following minimum floor areas shall apply to all residential dwelling units:

<u>Unit Type</u>	<u>Minimum Floor Area (Sq. Ft.)</u>
Bachelor and single	450
One (1) bedroom	650
Two (2) bedrooms	900
Three (3) bedrooms	1100
Four (4) bedrooms	1300

- 4.2.03 Maximum Density/Intensity. The maximum allowable density and/or intensity (Floor Area Ratio) shall be established in each District.

- 4.2.04 Maximum Building Height. The maximum allowable building height shall be established in each District. In addition, the following shall apply:

- (a) An additional ten (10) feet in height will be allowed for roof line treatment, architectural features such as chimneys, solar energy equipment and mechanical devices. In no case may the air space granted for these purposes above the maximum height limit be used as a habitable room.
- (b) An additional fourteen (14) feet in height may be allowed for elevator equipment. All mechanical devices, except for solar panels, shall be set back and screened so that they cannot be seen from public right-of-ways.

- 4.2.05 Maximum Site Coverage. The maximum allowable site coverage shall be established in each District. Any part of the site covered by a roof, including covered walkways, patios and carports, shall be included in coverage.

Exception: Subterranean or semi-subterranean parking less than forty-two (42) inches in height above the adjacent grade shall be subject to the provisions of Section 4.2.8(c).

- 4.2.06 Setback (Front Yard). The minimum front yard setback shall be established in each District. In addition, the following shall apply:

- (a) No structure or portion of any structure shall project into or over the public ROW.
- (b) The minimum front yard setback for parking lots and structures shall be ten (10) feet.

- 4.2.07 Setback (Side Yard). The minimum side yard setback shall be established in each District. In addition, the following shall apply:

- (a) The minimum side yard setback for parking lots and structures shall be ten (10) feet .

- (b) No building shall be closer than ten (10) feet to any other detached building on the same site.
- (c) Residential units shall be provided a minimum setback of fifteen (15) feet from private roadways and parking lots. This requirement may be reduced to ten (10) feet if adjacent structures have no exterior doors or windows.
- (d) Non-residential structures shall be provided a minimum setback of ten (10) feet from private roadways and parking lots. This requirement may be reduced to five (5) feet if the adjacent structure has no exterior doors or windows.
- (e) Wherever a street, alley or private driveway intersects with a public or private right-of-way, there shall be a triangular area clear of visual obstructions from a height of forty-two (42) inches to seven (7) feet. Such triangular area shall have sides which extend a minimum of twenty-five (25) feet from the curb along all public streets and ten (10) feet along alleys or private driveways.

4.2.08 Setback (Rear Yard). The minimum rear yard setback shall be established in each District.

4.2.09 Setback (Upper Story). An upper story setback shall be established in all Districts which permit structures to exceed thirty-five (35) feet in height.

4.2.10 Open Space. A minimum public open space provision will be established in each District, not exclusively set aside for residential uses. In addition, the following open space requirements shall apply to all residential developments:

- (a) All multi-family residential developments shall provide a minimum common open space equal to twenty-five (25) percent of the floor area of each unit. Common open space shall be designed so that it enhances the appearance of the project to passers-by. In multiple unit subdivision developments, common areas shall be guaranteed by a restrictive covenant describing the common space and its maintenance and improvement, running with the land for the benefit of residents of the development. The developer shall file with the Department of Development Services for recordation with the final subdivision map, legal documents which will provide for restricting the use of common spaces for the designated purpose, as approved on the final development plan. All lands to be conveyed to the homeowner's association shall be subject to the right of the grantee or grantees to enforce maintenance and improvements of the common space.
- (b) All multi-family residential developments shall provide the following private open space; all ground floor units shall be provided with a patio area as set forth below.

<u>Unit Type</u>	<u>Minimum Area (Sq. Ft.)</u>	<u>Min. Dim. (Ft.)</u>
Bachelor, single or one (1) bedroom	200	10
Two (2) bedrooms	250	10
Three (3) bedrooms	300	10
Four (4) bedrooms	400	10

Units constructed above ground level shall be provided with balconies or sun decks as follows:

<u>Unit Type</u>	<u>Minimum Area (Sq. Ft.)</u>	<u>Min. Dim. (Ft.)</u>
Bachelor, single or one (1) bedroom	60	6
Two (2), three (3), or four (4) bedrooms	120	6

Note: Private open space shall be contiguous to the unit and for the exclusive use of the occupants. Private open space shall not be accessible to any dwelling unit except the unit it serves. Private open space shall be physically separated from common areas by a wall or hedge at least forty-two (42) inches in height. The private open space requirement may be satisfied in whole or in part by areas used for outdoor activities which need not be open to the sky but must be open on at least one (1) side.

4.2.11 Multi-block Consolidations. Where consolidations span two (2) or more Districts, the requirements of each District shall apply to that portion of the development. Divisions between Districts shall be the center line of the vacated street. In addition, the following shall apply:

- (a) Visitor-serving commercial uses must be provided within that portion of the development designated as a visitor-serving District.
- (b) Commercial uses must be provided on the ground floor along Main Street.

4.2.12 Parking. All developments will be required to meet the minimum off-street parking standards of the Huntington Beach Ordinance Code. In addition to the parking provisions in the Huntington Beach Ordinance Code, the following shall apply:

- (a) Parking for residential developments shall be provided at the following ratio:
 - Dwelling units not exceeding one (1) bedroom shall be provided with one and one-half (1 1/2) on-site parking spaces one of which shall be covered and enclosed.
 - Dwelling units with two (2) or more bedrooms shall be provided with two (2) on-site parking spaces one of which shall be covered and enclosed.
 - Guest parking shall be provided at a ratio of one half (1/2) space for each unit. Such parking may be unenclosed and uncovered.
 - All required parking except guest parking shall be located within two hundred (200) feet of the dwelling unit it is designed to serve.
- (b) All required uncovered parking spaces or areas within a development shall be screened on a horizontal plane. Said screening shall be at least five (5) feet high as measured from the adjacent parking surface. Screening shall consist of landscaping or landscaping combined with opaque materials, and must be approved by the Director.

- (c) Subterranean or semi-subterranean parking above the adjacent grade which include a public open space or landscaped area on top shall be considered site coverage at the following rate for that portion:

<u>Inches above the adjacent grade</u>	<u>Site coverage %</u>
0" - 18"	0%
18"+ - 24"	15%
24"+ - 36"	20%
36"+ - 42"	25%
42" and above	100%

- (d) Parking within the setbacks shall be prohibited except for setbacks along PCH in Districts 1 and 2 and along Lake Street in District 6, individual residential driveways will also be exempt.
- (e) Parking requirements for nonconforming uses or structures may be met by payment of an "in-lieu" fee for providing parking in a parking facility. Said fee may be paid in two installments. The first installment in an amount established by City Council Resolution for each parking space shall be paid prior to the issuance of building permits or of a certificate of occupancy, whichever comes first. The second installment in an amount established by City Council Resolution for each parking space shall be paid at the time City and/or a parking authority or District constructs a parking structure in the Downtown area. A surety in a sum equal to the second installment shall be filed with the City at the time the first installment is paid.

4.2.13 Landscaping. In addition to City standard landscape plans and specifications, the following shall apply:

- (a) All setback areas fronting on or visible from an adjacent public street, and all recreation, leisure and open space areas shall be landscaped and permanently maintained in an attractive manner.
- (b) Permanent automatic electric irrigation facilities shall be provided in all landscaped areas.
- (c) On-site trees shall be provided in all developments as follows: one (1) thirty (30) inch box tree for each residential unit or for each 1,500 square feet of net commercial or office space. Alternatively, the following equivalent of thirty (30) inch box trees may be provided:

Seventy-five (75) percent of the total requirement shall be thirty (30) inch box trees and the remaining twenty-five (25) percent of such requirement may be provided at a ratio of one (1) inch for one (1) inch through the use of twenty (20) or twenty-four (24) inch box trees.

Additional trees and shrubs shall also be planted to provide a well-balanced landscape environment.

Exception: Structures fronting on Main Street, Fifth Street and Third Street, with a required five (5) foot setback shall be exempt from this requirement.

- (d) A landscape and irrigation plan in conformance with the adopted Design Guidelines shall be subject to approval by the Director prior to the issuance of building permits.
- (e) All parking lots shall provide a decorative masonry wall or landscaped berm installed in the setback area, all landscaping shall be installed within the parking lot area, in accordance with the Huntington Beach Ordinance Code. Parking structures must all screen street-level parking areas from the public ROW. Such screening must be approved by the Director. The setback area shall be landscaped in accordance with the following guidelines and a landscape plan shall be submitted to and approved by the Director:
 - Planting material shall include at a minimum one (1) fifteen (15) gallon size tree and three (3) five (5) gallon size shrubs for each seventy-five (75) square feet of landscaped area and at least one (1) 30-inch box tree for each one hundred and fifty (150) square feet of landscaped area.
 - The setback area shall be planted with suitable groundcover.
 - The landscaped area shall be provided with an irrigation system which conforms to the standards specified for landscaped medians by the Department of Public Works.
 - All landscaping shall be maintained in a neat and attractive manner.

4.2.14 Street Vacations. The following conditions will apply to City vacation of streets and alleys for consolidation of parcels greater than one block in size.

- (a) Streets shall be vacated only after the City has analyzed the impacts on circulation patterns and determined that the vacation will not be detrimental.
- (b) Where streets are to be vacated, the cost of relocating all utilities shall be borne by the developer; the City Council may waive this requirement.
- (c) Any public parking lost by street vacations must be replaced either on or off site or through in lieu fees. Such parking shall be in addition to required parking for the proposed use.
- (d) Consolidations that require vacation of a portion of Main Street north of Orange Avenue shall provide a public plaza space that will enhance the Main Street corridor to the pier. The type of facility and its design shall be approved by the City.
- (e) At the discretion of the City, all or portions of Main Street may be used for a pedestrian mall.
- (f) Any development proposing the vacation of streets intersecting PCH in District 2 shall provide a view corridor not less than the width of the former street between Walnut Avenue and PCH. No structures greater than five (5) feet in height shall be allowed within such view corridor. A pedestrian easement ten (10) feet wide shall be provided through the development generally parallel to the vacated street.

4.2.15 Access Ways. The following standards shall apply to all vehicular access ways:

- (a) Developments abutting Pacific Coast Highway (PCH) and Main Street shall dedicate sufficient additional land along the alleys parallel to these rights-of-way so that the alleys have an ultimate width of thirty (30) feet in the case of commercial or mixed use developments, or twenty-four (24) feet in the case of residential only developments. Access to development shall be permitted from these alleys. Access to development shall not be taken directly from PCH or Main Street; new automobile curb cuts on these rights-of-way are prohibited.

Exception: Larger than full block consolidations in District 1 are exempt from this provision.

- (b) Private access ways shall have a minimum paved width of not less than twenty-eight (28) feet. An additional twelve (12) foot wide travel lane may be required in each direction of traffic flow into the development for a distance of one hundred (100) feet, where an access way intersects a local or arterial public street.
- (c) Private access ways exceeding one hundred fifty (150) feet in length but less than three hundred (300) feet in length, shall be provided with a turn-around having a minimum radius of thirty-one (31) feet. For those access ways exceeding three hundred (300) feet but less than six hundred (600) feet, there shall be provided a turn-around having a minimum radius of forty (40) feet or an intertying loop circulation system. For those access ways exceeding six hundred (600) feet, there shall be provided an intertying loop circulation system.

4.2.16 Lighting. For developments of more than two (2) units, the developer shall install an on-site lighting system on all vehicular access ways and along major walkways. Such lighting shall be directed onto driveways and walkways within the development and away from adjacent properties. Lighting shall also be installed within all covered and enclosed parking areas. A lighting plan shall be submitted to and approved by the Director.

4.2.17 Outside Storage Space. Where a proposed residential development does not include a separate attached garage for each dwelling unit, a minimum of one hundred (100) cubic feet of outside storage space shall be provided for each such unit.

4.2.18 Sewer and Water Systems. Sewer and water systems shall be designed to City standards and shall be located underneath streets, alleys or drives. In no case shall individual sewer lines or sewer mains for a dwelling unit be permitted to extend underneath any other dwelling unit.

4.2.19 Signs. All signs in the development shall conform to the provisions of the Huntington Beach Ordinance Code. Commercial signs in mixed developments shall not be intrusive to residential development or other uses and shall be consistent with the adopted Design Guidelines.

- (a) The placement of address numbers shall be at a uniform location throughout the development and shall be approved by the Director.

- (b) When appropriate, the developer shall install on-site street name signs at the intersections of access ways, as approved by the City Engineer. Street name signs shall also be approved by the Director for design and type and shall be consistent with the adopted Design Guidelines. All signs required by this section shall be installed at the approved locations prior to the time the first dwelling unit is occupied.

4.2.20 Refuse Collection Areas. In residential development, refuse collection areas shall be provided within two hundred (200) feet of the units they are to serve. In all developments, trash areas shall be enclosed or screened with a masonry wall, and shall be situated in order to minimize noise and visual intrusion on adjacent property as well as to eliminate fire hazard to adjacent structures. Residents shall be provided with collection areas that are separate and distinct from the collection area of offices and other commercial activities.

4.2.21 Vehicular Storage. Storage of boats, trailers, recreational vehicles and other similar vehicles shall be prohibited unless specifically designated areas for the storage of such vehicles are set aside on the final development plan and, in the case of condominium developments, provided for in the association's covenants, conditions, and restrictions. Where such areas are provided, they shall be enclosed and screened from view on a horizontal plane from adjacent areas by a combination of a six (6) foot high masonry wall and permanently maintained landscaping.

4.2.22 Antennas. All roof top antennas are prohibited.

4.2.23 Utility Lines. All utility lines shall be undergrounded where possible.

4.2.24 Bus Turnouts. In commercial developments of one half block or more, dedication shall be made for bus turnouts as recommended by O.C.T.D. Any bus turnout so recommended shall be incorporated as part of the development plan.

4.2.25 Homeowners' or Community Association. All multiple unit subdivision developments shall be approved subject to submission of a legal instrument or instruments setting forth a plan or manner of permanent care and maintenance of open spaces, recreational areas, and communal facilities. No such instrument shall be acceptable until approved by the City Attorney as to legal form and effect, and by the Department of Development Services as to suitability for the proposed use of the open areas.

If the common open spaces are to be conveyed to the homeowners' association, the developer shall file a declaration of covenants, to be submitted with the application for approval, that will govern the association. The provisions shall include, but not be limited to, the following:

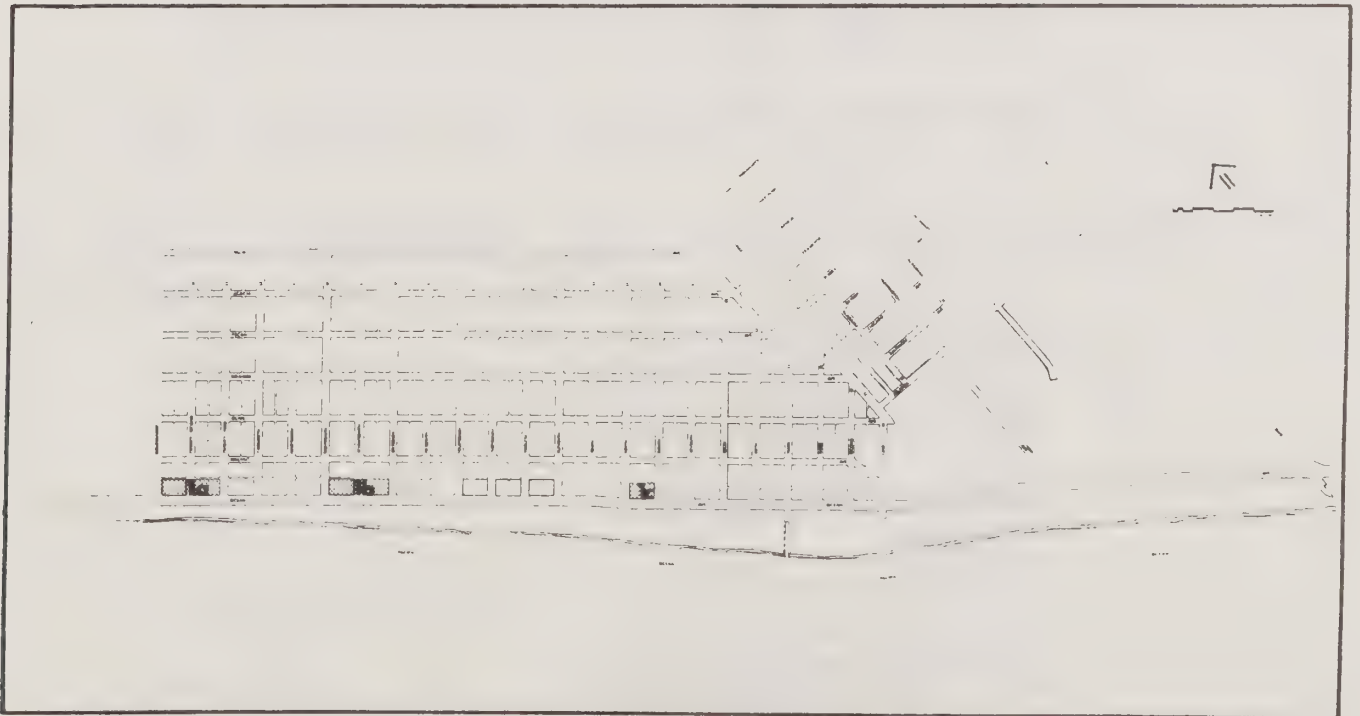
- (a) The homeowners' association shall be established prior to the initial sale of the last dwelling units.
- (b) Membership shall be mandatory for each buyer and any successive buyer.
- (c) The open space restrictions shall be permanent.

DISTRICT #1: VISITOR-SERVING COMMERCIAL/RESIDENTIAL

Purpose. This District is limited to three nodes fronting on Pacific Coast Highway (PCH) which are adjacent to medium and high density residential Districts. These nodes provide sites for commercial facilities to serve visitors to the Townlot section of Bolsa Chica State Beach.

The area between Goldenwest and 6th Streets will be primarily medium to high density residential. Residential uses will also be permitted in this visitor-serving commercial District, as long as the necessary visitor-serving uses are included in the development.

Boundaries. District #1 includes three nodes: The two blocks from Goldenwest to 21st Streets, between PCH and the midline of the alley; the two blocks from 18th to 16th Streets, between PCH and the midline of the alley; and the block from 9th to 8th between PCH and the midline of the alley.



4.3.01 Permitted Uses.

- (a) The following principal uses and structures shall be permitted in District #1 subject to approval of a use permit for initial construction:
- A. Antique stores
Art gallery
 - B. Bakeries (no more than seven (7) employees)
Banks and savings and loans branch offices (no drive-up windows; not to exceed five thousand (5,000) square feet)
Beach, swimming and surfing equipment
Bicycle sales, rental and repair
Boat and marine supplies
Bookstores
 - C. Clothing stores
Coin, stamp and art dealers
Confectioners
Curio shops
 - D. Delicatessens
Drug stores
 - F. Florists
Fruit and vegetable stores
 - G. Game stores
Gifts and party shops
Groceries (convenience)
 - H. Health and sports clubs
 - I. Ice cream parlors
 - J. Jewelry stores
 - L. Laundromats
Liquor stores
 - M. Marine insurance
Meat or fish markets
 - N. Newspaper and magazine stores
Newstands
Novelties
 - P. Photographic studios
Photographic equipment sales
Photographic processing (no more than one (1) developing machine)
 - R. Reducing salon
Restaurants

- S. Shoe stores
Sporting goods
 - T. Tourist related public and semipublic buildings, services and facilities
Travel agency
 - Y. Yacht brokers (no storage)
- (b) The following uses may be permitted in District 1 subject to approval of a conditional use permit:
- A. Arcades
Automobile service stations
 - M. Motels
 - P. Parking lots and garages
 - R. Residential uses
Retail sales, outdoor
- (c) Visitor-serving commercial uses must be a part of all development proposed in this District, with the following minimum requirements: for projects with less than a half-block of frontage, the entire street level must be devoted to visitor-serving uses; for projects with a half-block or more of frontage, either the entire street level, or at least one-third (1/3) of the total floor area must be devoted to visitor-serving commercial uses.
- (d) Residential uses are allowed only in conjunction with visitor-serving commercial uses. The required visitor-serving commercial portion of any initial construction shall be provided prior to or at the same time as any residential portion. No residential unit shall be occupied until the required commercial portion is completed.

4.3.02 Minimum Parcel Size. The minimum parcel size for development shall be one hundred (100) feet of frontage on PCH.

4.3.03 Maximum Density/Intensity. The maximum allowable number of residential dwelling units (du) shall increase as parcel size increases according to the following:

<u>Lot Size (Frontage)</u>	<u>Maximum Allowable Residential Density</u>
less than 100'	1 du/2000 sq. ft. of net lot area
100' up to but less than a half-block	1 du/1700 sq. ft. of net lot area
half block up to but less than a full block*	1 du/1350 sq. ft. of net lot area
full block*	30 units per gross acre

* Note: Consolidation of blocks which cross District boundaries shall only be required to provide visitor-serving uses on the part of the project in District 1.

4.3.04 Maximum Building Height. The maximum building height shall be thirty-five (35) feet and no more than three (3) stories.

Exception: The maximum building height for full block parcels shall be fifty (50) feet and no more than four (4) stories.

4.3.05 Maximum Site Coverage. The maximum site coverage shall be fifty (50) percent of the net site area.

4.3.06 Setback (Front Yard). The minimum front yard setback for all structures exceeding forty-two (42) inches in height along PCH shall be twenty-five (25) feet. However, the setback may be reduced to twenty (20) feet on up to fifty (50) percent of the frontage, provided that the average setback for total site frontage is equal to twenty-five (25) feet.

4.3.07 Setback (Side Yard). The minimum side yard requirements shall be as follows:

(a) Interior yards require twenty (20) percent of lot frontage total with not less than seven (7) feet on a side.

(b) Exterior yards require twenty (20) percent of lot frontage total with not less than fifteen (15) feet, from any public ROW.

4.3.08 Setback (Rear Yard). The minimum rear yard setback shall be three (3) feet from the alley. Structures may be cantilevered to the rear property line.

Note: An additional right-of-way dedication will be required to widen the alley to thirty (30) feet.

4.3.09 Setback (Upper Story). The covered portion of all stories above the second shall be set back an average of an additional ten (10) feet from the second story facade. That portion of structures which exceed thirty-five (35) feet in height shall be setback a minimum of forty-five (45) feet from the property line; projects adjacent to Walnut Avenue shall be set back a minimum setback of seventy-five (75) feet from that property line.

4.3.10 Open Space. A public open space and pedestrian access amenity, subject to approval of the Director, may be required for development projects one full block or greater in size; in order to assure a predominantly visitor-serving orientation.

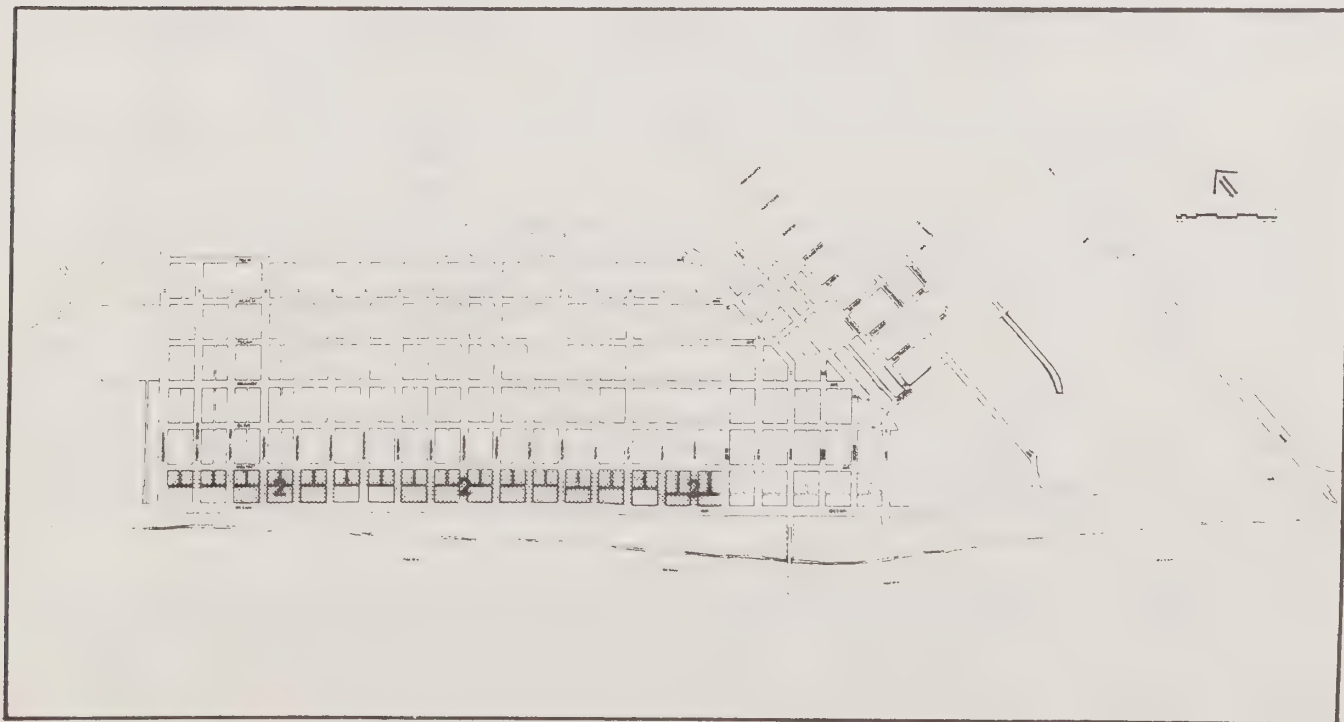
4.4

DISTRICT #2: RESIDENTIAL

Purpose. This District allows residential development exclusively. On small parcels, medium densities (15 du/acre) are permitted and high density (35 du/acre) is allowed on larger sized parcels. The density increases as parcel size increases, providing greater incentives for larger consolidations. Consolidation is desirable because multiple unit development on larger parcels can be sited and designed to accommodate more residences while providing more open space, wider setbacks and view corridors.

While allowing higher densities, the District employs graduated height limits and proportional setback requirements to keep the scale of new developments compatible with the existing residential neighborhood.

Boundaries. District #2 includes the first block along PCH to Walnut Avenue between Goldenwest Street and 6th Streets except for the area included in District #1.



4.4.01 Permitted Uses. All permanently attached residential uses shall be permitted; including single and multi-family housing, apartments, condominiums and stock-cooperatives subject to a site plan review.

4.4.02 Minimum Parcel Size. The minimum parcel size for development shall be fifty (50) feet of frontage.

Exception: The minimum parcel size for development shall be twenty-five (25) feet of frontage for the area between Walnut Avenue and the alley between Walnut Avenue and P.C.H.

4.4.03 Maximum Density/Intensity. The maximum allowable number of residential dwelling units (du) shall increase as the parcel size increases according to the following:

<u>Lot Size (Frontage)</u>	<u>Maximum Allowable Density</u>
25'	1 du
50'	1 du/1,700 sq. ft. of net lot area
51' up to 100'	1 du/1,400 sq. ft. of net lot area
101' up to but less than a half block	1 du/1,150 sq. ft. of net lot area
half block up to but less than a full block	1 du/ 900 sq. ft. of net lot area
full block	35 units per gross acre

Exception: Residual parcels with a minimum frontage of fifty (50) feet shall be allowed a maximum density equal to but not to exceed the density of existing adjacent developments.

4.4.04 Maximum Building Height: The maximum building height shall be thirty-five (35) feet and no more than three (3) stories.

Exception: The maximum building height for full block or larger parcels shall be forty-five (45) feet and no more than four (4) stories

4.4.05 Maximum Site Coverage. The maximum site coverage shall be fifty (50) percent of the net site area.

4.4.06 Setback (Front Yard). The minimum front yard setback shall as follows:

(a) Parcels fronting on PCH, require the greater of:

- (i) Fifteen (15) percent of the depth of the lot (measured from the ultimate ROW to the centerline of the alley in existence on the effective date of this ordinance)* or
- (ii) Twenty (20) feet.*

*Note: This setback may be reduced by five (5) feet on up to fifty (50) percent of the frontage, provided that the setback for the total frontage averages the greater of the setbacks prescribed in sub-sections (a)(i) or (a)(ii) above.

- (b) Parcels fronting all other streets except PCH, require fifteen (15) feet. This setback may be reduced to eight (8) feet on up to fifty (50) percent of the frontage provided that the average setback for the total site frontage is not less than fifteen (15) feet.

4.4.07 Setback (Side Yard). The minimum side yard requirements shall be as follows:

- (a) Parcels with one hundred (100) feet or less of frontage require twenty (20) percent of the lot frontage, with not less than three (3) feet on a side. Exterior yards require not less than five (5) feet from a public ROW.

Exception: Garages located on a single twenty-five (25) foot wide lot*, will be allowed an exterior yard reduction to not less than three (3) feet from a public ROW.

* Note: Twenty-five (25) foot wide lots may have a zero interior side yard setback on one side if: 1) adjacent property is under same ownership and developed at the same time; 2) at least five (5) feet is provided on the opposite side yard of both properties; 3) no portion of a building at a zero lot line is closer than six (6) feet to an adjacent building, if the buildings are not abutting.

- (b) Parcels with greater than one hundred (100) feet but less than a half block of frontage require twenty (20) percent of the frontage, with not less than seven (7) feet on any interior yard, and not less than fifteen (15) feet for an exterior yard, from a public ROW.
- (c) Parcels with greater than a half block of frontage require not less than seven (7) feet on any interior yard and not less than fifteen (15) feet for an exterior yard, from a public ROW.

4.4.08 Setback (Rear Yard). The minimum rear yard setback shall be as follows:

- (a) Parcels fronting on PCH require not less than three (3) feet.

Note: An additional ROW dedication will be required to widen the alley to twenty-four (24) feet.

- (b) Parcels fronting on all streets except PCH require not less than seven and one-half (7.5) feet. Structures may be cantilevered into this setback, however, not closer than two and one-half (2.5) feet from the rear property line.

4.4.09 Setback (Upper Story). The covered portion of all stories above the second shall be set back an average of an additional ten (10) feet from the second story facade. That portion of structures which exceed thirty-five (35) feet in height shall be set back a minimum of forty-five (45) feet from the property line.

Exception: Projects adjacent to Walnut Avenue shall require a minimum upper story setback of seventy-five (75) feet from the property line.

- 4.4.10 Open Space. No public open space shall be required in this District.
- 4.4.11 Resource Production Overlay. A portion of District #2 is designated with an Oil Suffix (O, OI). Within this area, all the requirements of the resource production overlay shall apply (see Section 4.14).

4.5

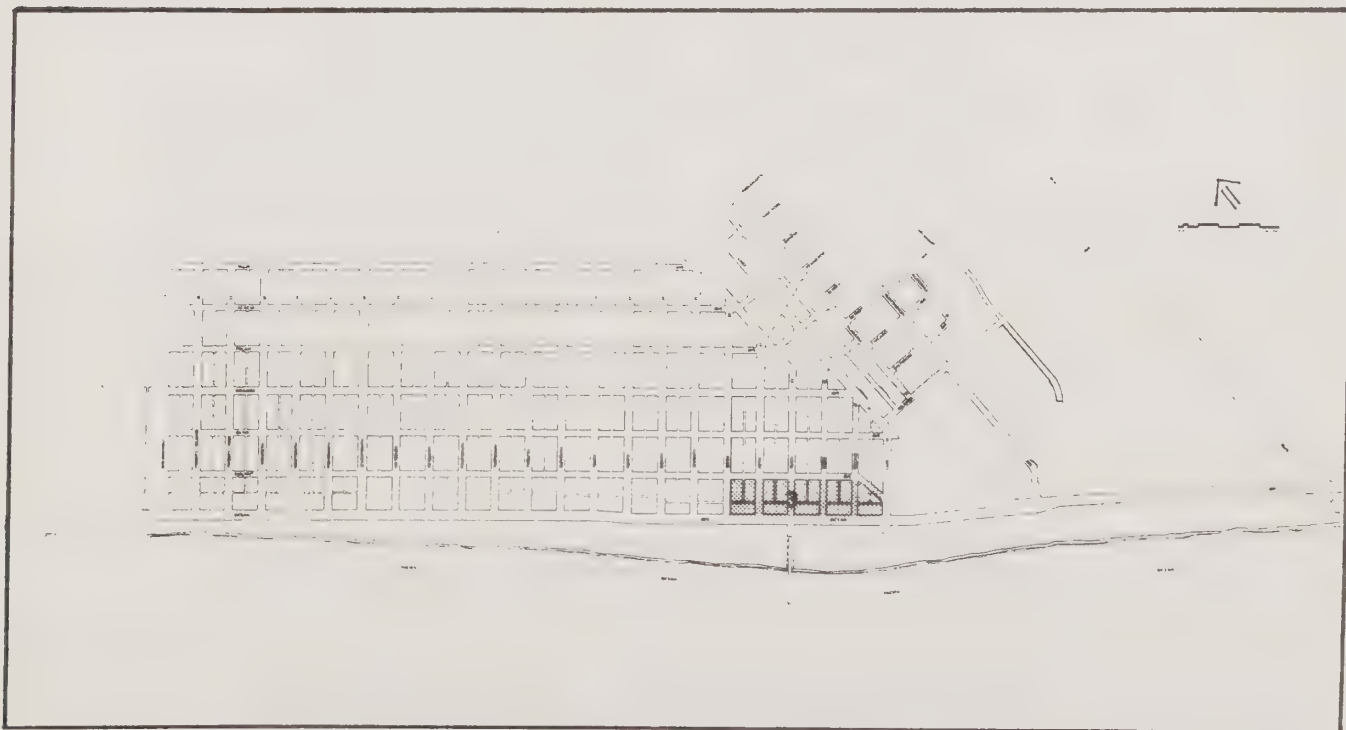
DISTRICT #3: VISITOR-SERVING COMMERCIAL/OFFICE/RESIDENTIAL

Purpose. This District is limited to the five blocks facing PCH between 6th and Lake Streets.

The visitor-serving category is broad enough to include many commercial activities which will also serve the needs of the surrounding community, providing an off-season clientele for the District.

The plan also allows residential and office uses in this District so long as the required visitor-serving commercial is provided. Large amounts of ground level open space are encouraged in this District to further promote the feeling of openness and to provide additional view opportunities.

Boundaries. District #3 includes the area between PCH and Walnut, from 6th to Lake Streets.



4.5.01 Permitted Uses.

(a) The following principal uses and structures shall be permitted in District #3 subject to approval of a use permit for initial construction:

- A. Antique stores
Art gallery
Auditoriums
- B. Bakeries (no more than seven (7) employees)
Banks and savings and loans branch offices (no drive-up windows; not to exceed five thousand (5,000) square feet)
Barber, beauty, manicure shops
Beach, swimming and surfing equipment
Bicycle sales, rental and repair
Boat and marine supplies
Bookstores
- C. Clothing stores
Coin, stamp and art dealers
Confectioners
Curio shops
- D. Delicatessens
Drug stores
- F. Florists
Fruit and vegetable stores
- G. Game Stores
Gifts and party shops
- H. Health and sports clubs
Hotels and motels
- I. Ice cream parlors
- J. Jewelry stores
- L. Laundromats within hotels or motels
Liquor stores
- M. Marine insurance
Museums
- N. Newspaper and magazine stores
Newstands
Novelties
- P. Photographic studios
Photographic equipment sales
Photographic processing (no more than one (1) developing machine)
- R. Reducing salon
Restaurants

- S. Shoe stores
Sporting goods
 - T. Theaters
Tourist related public and semi-public buildings, services and facilities
Travel agency
 - Y. Yacht brokers (no storage)
- (b) The following uses may be permitted in District #3 subject to approval of a conditional use permit:
- A. Arcades
 - C. Cabarets
Convention facilities*
 - D. Dance halls and discos
Dancing and/or live entertainment as a primary or accessory use
Drug stores
 - O. Offices*
 - P. Parking lots and garages*
 - R. Residential uses*
Retail sales, outdoor
 - T. Taverns
Time-sharing residential*

*Note: This use is prohibited on the ground floor or street level fronting on Main Street.

Note: The ground floor or street level of all buildings in this District shall be devoted to commercial activities. A minimum of fifty (50) percent of the street level facades fronting Main Street shall be constructed of transparent materials.

- (c) Visitor-serving commercial uses must be a part of all development proposed in this District, with a minimum requirement that the entire street level, or at least one-third (1/3) of the total floor area be devoted to visitor-serving commercial uses.
- (d) Residential uses shall only be permitted northwest of Main Street, however, no residential units shall be located within one hundred and twenty-five (125) feet of Main Street.

Note: Residential uses are allowed only in conjunction with visitor-serving commercial uses. Up to one-third (1/3) of the floor area of projects on parcels smaller than a full block may be devoted to residential uses; projects on full block or larger parcels, up to one-half (1/2) of the floor area may be devoted to residential uses.

4.5.02 Minimum Parcel Size. The minimum parcel size for development shall be ten thousand (10,000) square feet of net site area and one hundred (100) feet of frontage.

4.5.03 Maximum Density/Intensity. The maximum intensity of development shall be calculated by floor area ratios (FAR) for this District. The floor area ratio shall apply to the entire project area. Floor area ratios shall be calculated on gross acreage, except that the resulting floor area may not exceed by more than fifteen (15) percent of the permitted floor area calculated by net site area.

- (a) The maximum floor area for developments in this District shall be calculated with the following multiples:

<u>Lot Size</u>	<u>Maximum FAR</u>
less than half block	2.0
half block up to but less than a full block	2.5
full block	3.25
multi-block	3.5

- (b) The maximum allowable number of residential dwelling units (du) shall increase as parcel size increases according to the following:

<u>Lot Size (Frontage)</u>	<u>Maximum Allowable Density</u>
less than 100'	1 du/2,000 sq. ft. of net lot area
100' up to but less than a half block	1 du/1,700 sq. ft. of net lot area
half block up to but less than a full block	1 du/1,350 sq. ft. of net lot area
full block	35 units per gross acre

4.5.04 Maximum Building Height. The maximum building height shall be as follows:

<u>Lot Size</u>	<u>Height</u>
less than half block	3 stories
half block up to but less than a full block	4 stories
full block (northwest of Main St.)	6 stories
full block (southeast of Main St.)	8 stories
multi-block (northwest of Main St.)	8 stories
multi-block (southeast of Main St.)	12 stories

4.5.05 Maximum Site Coverage. The maximum site coverage shall be fifty (50) percent of the net site area.

Exception: Parcels fronting on Main Street shall have a maximum site coverage of sixty (60) percent of the net site area.

4.5.06 Setback (Front Yard). The minimum front yard setback for all structures exceeding forty-two (42) inches in height shall be fifteen (15) feet.

Exceptions:

- (a) Parcels fronting on Fifth and Third Streets require not less than five (5) feet.
- (b) Parcels fronting on Main Street must develop to a build-to-line* five (5) feet from the property line.
- (c) The following may be permitted in the front yard setback on 5th Street, 3rd Street, Main Street and PCH: benches, bicycle racks, transparent wind screens and open-air commercial facilities.

*Note: The build-to requirement can be satisfied by extending any of the following to five (5) feet of the property line: 1) the facade of the ground floor level; 2) a plaza or patio used for open-air commercial activity; 3) a low-wall or fence (not exceeding forty-two (42) inches in height), planters or other architectural features, which extend along at least fifty (50) percent of the frontage along the lot line; 4) two (2) side walls and second story facade.

Note: An additional ROW dedication will be required for parcels fronting on PCH of five (5) feet, for additional parkway and sidewalk; and ten (10) feet for parcels fronting on Sixth Street.

4.5.07 Setback (Side Yard). The minimum side yard requirements are different for parcels fronting different streets.

- (a) Parcels fronting on Sixth, Second and Lake Streets require twenty (20) percent of lot frontage, with not less than seven (7) feet for an interior yard and not less than fifteen (15) feet for an exterior yard, from a public ROW.
- (b) Parcels fronting on Fifth, Main and Third Streets and Pacific Coast Highway may require zero for an interior yard. Exterior side yard requirements shall equal the front yard setback for the respective street.

4.5.08 Setback (Rear Yard). The minimum rear yard setback shall be three (3) feet from the alley; structures may be cantilevered into this setback to the rear property line.

Note: An additional ROW dedication will be required to widen the alley to thirty (30) feet.

4.5.09 Setback (Upper Story). Upper story setbacks for this District shall be as follows:

- (a) Parcels fronting PCH, 6th, 2nd and Lake Streets require all stories above the second to be set back an average of twenty-five (25) feet from the ultimate street ROW. Up to fifty (50) percent of the building frontage may be set back fifteen (15) feet from the ROW, providing that the average setback on upper stories is no less than twenty-five (25) feet.

- (b) Parcels fronting on 5th and 3rd Street require that any part of the building facade greater than twenty-five (25) feet in height to be set back at least fifteen (15) feet from the front property line.
- (c) Parcels fronting on Main Street require that no building or portion of a building exceed twenty-five (25) feet in height, within forty-five (45) feet of the build-to line.
- (d) That portion of structures exceeding thirty-five (35) feet in height shall be set back a minimum of ten (10) feet from the interior side yard property line.
- (e) Parcels on 6th Street require all stories above the fourth to be set back an average of one hundred and twenty-five (125) feet from the ultimate street ROW.

4.5.10 Open Space. All development projects within this District shall provide a public open space amenity. A minimum of ten (10) percent of the net site area must be included for such a purpose.

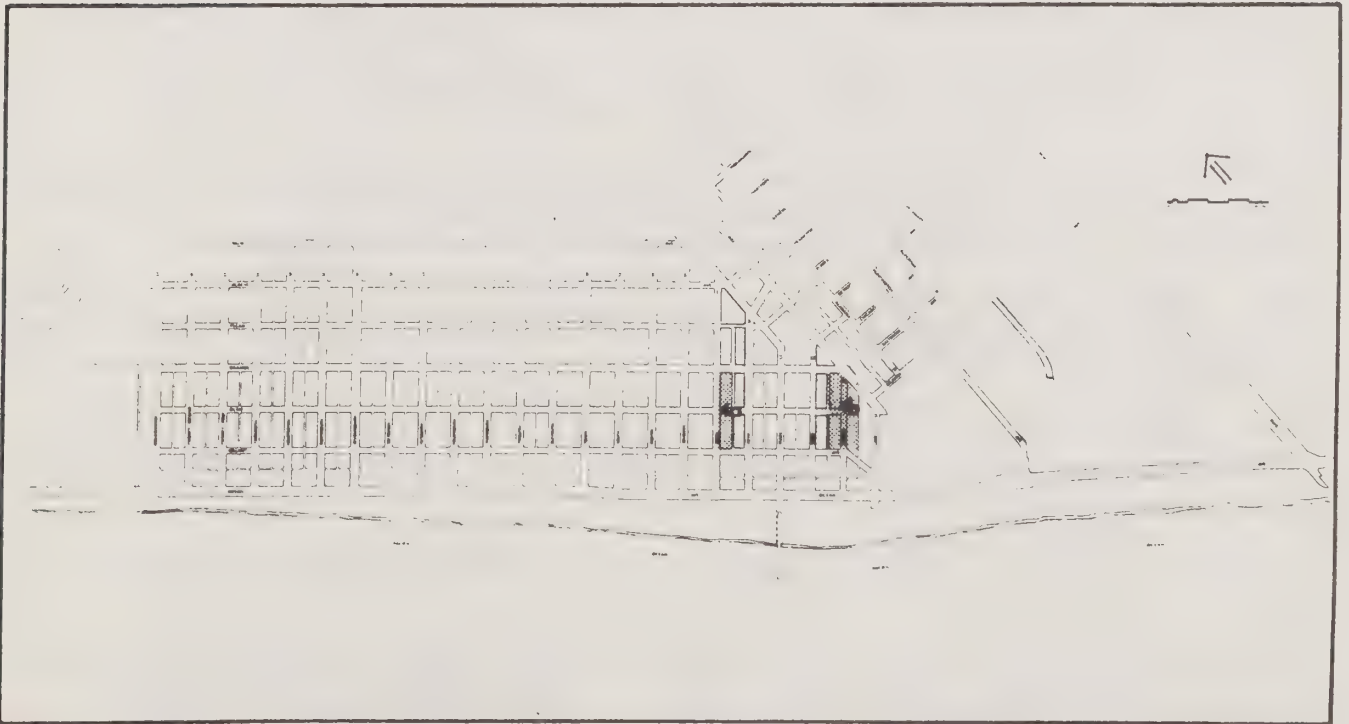
- (a) All structures taller than four (4) stories shall provide an additional two and one half (2.5) percent of the net site area for public open space for each additional story over four.
- (b) Full block developments on Main Street require public plazas at the corner of PCH and Main Street. These street level public plazas shall be incorporated into the design of the development and approved by the Director. Such plazas shall have the following characteristics:
 - Location: street level corner; one side must face Main Street.
 - Area: not less than one thousand (1,000) square feet.
 - Landscaping: not less than thirty (30) percent of the plaza area should be planted.
 - Paving: all paved areas shall be textured.
 - Visual Feature: plazas must include a sculpture, fountain, information kiosk, pond, display, or similar visual amenity.
 - Public Seating shall be provided.
 - Open Air Commercial: not more than fifty (50) percent of the plaza area may be used for open air commercial uses.

4.5.11 Pedestrian Overpass. Pedestrian overpasses/underpasses may be required to connect the development in this District with the City and State Beaches as a condition of approval for any new development on, or further subdivision of, parcels within the District. The City may waive this requirement if the City determines that overpasses are unnecessary or impractical considering the type and design of new developments.

4.6 DISTRICT #4: MIXED-USE; OFFICE/RESIDENTIAL/LIMITED COMMERCIAL

Purpose. This District flanks the Downtown core area, separating the area along Main Street from the outlying areas which are primarily residential. The purpose of this District is to provide a transition zone from the existing residential areas to the commercial Main Street corridor. Consequently, mixes of office and residential uses are permitted.

Boundaries. District #4 includes the half-blocks on the northwest side of the Main Street core area from 6th Street to the alley between 6th and 5th Streets; and from the alley between 3rd and 2nd Streets to the alley between 2nd and Lake Streets, between Walnut and Orange Avenues.



4.6.01 Permitted Uses. The following principal uses and structures shall be permitted in District #4 subject to approval of a use permit for initial construction:

- (a) Residential Use - all permanently attached residential uses including single family and multi-family housing, apartments, condominiums and stock cooperatives are subject to a site plan review. In addition, residential uses shall not constitute more than two-thirds (2/3) of the gross square footage of any new development.
- (b) Office Use - professional, general business and non-profit offices.
- (c) Mixed-Use - Mixed Residential/Office Use developments shall be permitted provided that residential uses:
 - Be segregated to a separate structure or restricted to the second story or above;
 - Not occupy any portion of the same story with non-residential uses, unless they are provided with adequate physical and acoustical separation;
 - Be on contiguous floors within a single structure;
 - Be provided with separate pedestrian ingress and egress;
 - Be provided with secured, designated parking.
- (d) Commercial Use - Commercial uses which are integrated within and clearly incidental to an office use, shall be permitted provided that it cumulatively does not exceed ten (10) percent of total gross floor areas of the development. The following uses shall be permitted:
 - Barber Shops (a maximum of two (2) chairs).
 - Beauty Shops (a maximum of two (2) stations).
 - Prescription Pharmacies.
 - Restaurants/coffee shops (on-sale consumption of alcoholic beverages is limited to beer and wine only).
 - Parking lots and structures.

4.6.02 Minimum Parcel Size. The minimum parcel size for development shall be twenty-five hundred (2500) square feet.

4.6.03 Maximum Density/Intensity. The maximum allowable number of residential dwelling units (du) shall increase as the parcel size increases according to the following:

<u>Lot Size (Frontage)</u>	<u>Maximum Allowable Density</u>
less than 50'	1 du
50'	1 du/1700 sq. ft. of net lot area
51 up to 100'	1 du/1400 sq. ft. of net lot area
101' up to but less than a half block	1 du/1150 sq. ft. of net lot area
half block up to but less than a full block	1 du/900 sq. ft. of new lot area
full block	35 units per gross acre

- 4.6.04 Maximum Building Height. The maximum building height shall be thirty-five (35) feet and no more than three (3) stories.

Exception: The maximum building height for full block parcels shall be fifty (50) feet and no more than four (4) stories:

- 4.6.05 Maximum Site Coverage. The maximum site coverage shall be fifty (50) percent of the net site area.

- 4.6.06 Setback (Front Yard). The minimum front yard setback for all structures exceeding forty-two (42) inches in height, shall be fifteen (15) feet.

Note: An additional ROW dedication will be required for parcels fronting on Sixth Street, of ten (10) feet.

- 4.6.07 Setback (Side Yard). The minimum side yard requirements shall be as follows:

- (a) Parcels with one hundred (100) feet or less of frontage require twenty (20) percent of the lot frontage, with not less than three (3) feet on a side. Exterior yards require not less than five (5) feet from a public ROW.

Exception: Garages located on a single twenty-five (25) foot wide lot*, will be allowed an exterior yard reduction to not less than three (3) feet from a public ROW.

* Note: Twenty-five (25) foot wide lots may have a zero interior side yard setback on one side if: 1) adjacent property is under same ownership and developed at the same time; 2) at least five (5) feet is provided on the opposite side yard of both properties; 3) no portion of a building at a zero lot line is closer than six (6) feet to an adjacent building, if the buildings are not abutting.

- (b) Parcels with greater than one hundred (100) feet but less than a half block of frontage require twenty (20) percent of the frontage, with not less than seven (7) feet on any interior yard, and not less than fifteen (15) feet for an exterior yard, from a public ROW.
- (c) Parcels with greater than a half block of frontage require not less than seven (7) feet on any interior yard and not less than fifteen (15) feet for an exterior yard, from a public ROW.

- 4.6.08 Setback (Rear Yard). The minimum rear yard setback shall be three (3) feet from the alley; structures may be cantilevered to the rear property line.

Note: An additional ROW dedication will be required to widen the alley to thirty (30) feet.

- 4.6.09 Setback (Upper Story). The covered portion of all stories above the second shall be set back an average of twenty-five (25) feet from the ultimate ROW. Up to fifty (50) percent of the building frontage may be set back fifteen (15) feet from the ROW, providing that the average setback on upper stories is no less than twenty-five (25) feet. That portion of structures which exceed thirty-five (35) feet in height shall be set back a minimum of forty-five (45) feet from the exterior property lines.

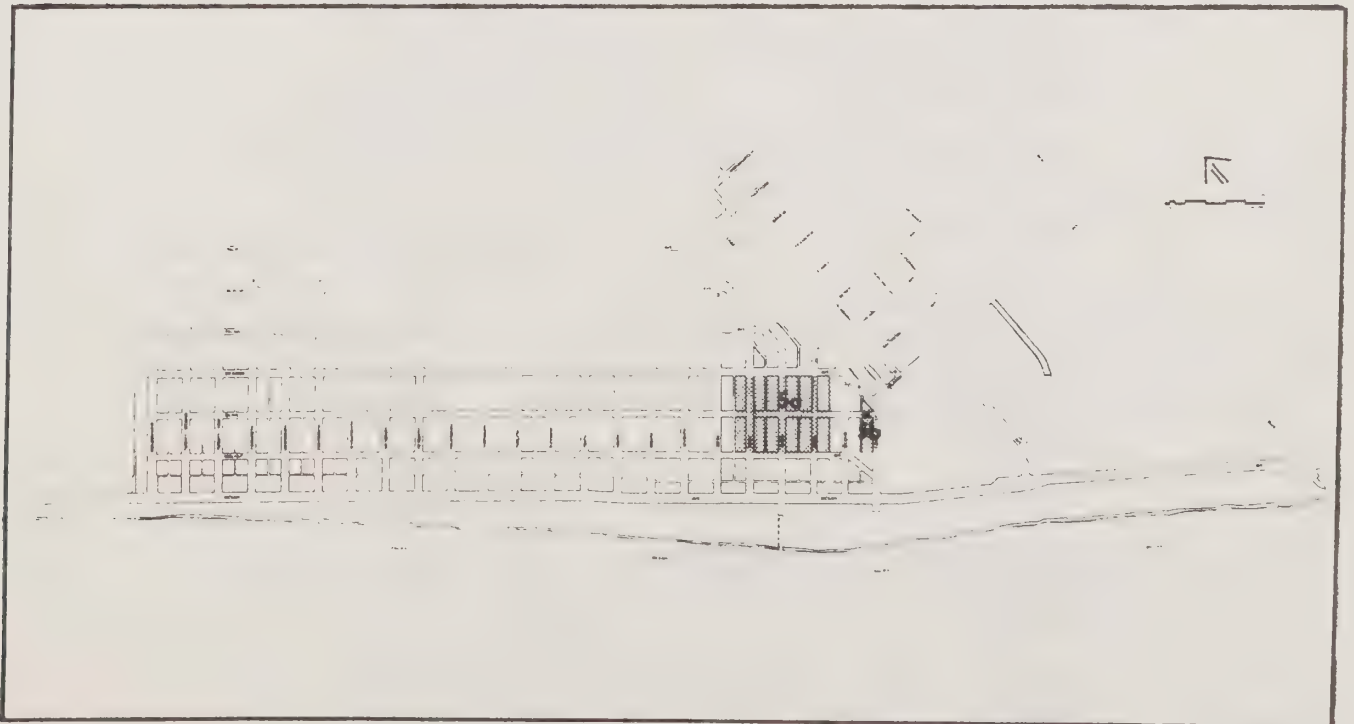
4.6.10 Open Space. No public open space shall be required in this District.

4.7 DISTRICT #5: MIXED-USE; COMMERCIAL/OFFICE/RESIDENTIAL

Purpose. This District includes the blocks on either side of and including Main Street, and constitutes the oldest commercial area in the City. The purpose of this District is to reestablish the area as the Downtown for the City by creating a more urban atmosphere, encouraging relatively higher intensity development with viable commercial office and residential uses.

View corridors along with height and orientation restrictions in the development requirements of this District are intended to focus development on the Main Street corridor. The Main Street-pier axis is intended to be an active, vital and interesting pedestrian way, intersecting with and complementing the visitor-serving commercial area on PCH and the pier area. The District promotes mixed uses of commercial, office and residential developments.

Boundaries. District #5 includes the area from the alley between 6th and 5th Streets to the alley between 3rd and 2nd Streets and the Lake Street frontage (on the northwest side) from Walnut to Orange Avenues.



4.7.01 Permitted Uses.

- (a) The following principal uses and structures shall be permitted in District #5 subject to approval of a use permit for initial construction:
- A. Antique stores
Art gallery
 - B. Bakeries (not more than seven (7) employees)
Banks and savings and loans branch offices (no drive-up windows)
Barber, beauty, manicure shops
Beach, swimming and surfing equipment
Bicycle sales, rental and repair
Boat and marine supplies
Bookstores
 - C. Clothing stores
Coin, stamp and art dealers
Confectioners
Curio shops
 - D. Delicatessens
Drug stores
Dry cleaning (no plants)
 - F. Florists
Fruit and vegetable stores
 - G. Gifts and party shops
Groceries
 - H. Hardware stores
Health and sports clubs
Hobby supplies
 - I. Ice cream parlors
 - J. Jewelry stores
 - L. Laundromats
Liquor stores
 - M. Marine insurance
Meat or fish markets
Millinery
Museums
 - N. Newspaper and magazine stores
Newstands
Novelties
 - P. Parks
Photographic studios
Photographic equipment sales

- Photographic processing
- Plazas
- Public open space
- R. Reducing salon
- Restaurants
- S. Shoe repair
- Shoe stores
- Sporting goods
- Stationery stores
- T. Tailor shops
- Travel agency
- Y. Yacht brokers (no storage)
- (b) The following uses may be permitted in District #5 subject to approval of a conditional use permit:
 - A. Arcades
 - C. Cabarets
 - D. Dancing and/or live entertainment as a primary/accessory use
 - Department stores
 - Dog and cat grooming
 - Dry goods
 - F. Furniture stores
 - L. Liquor stores
 - O. Office supplies
 - P. Parking lots and garages (except along Main Street)
 - Pet shops
 - R. Retail sales, outdoor
 - Retail uses

Note: The ground floor or street level of all buildings in this District shall be devoted to commercial activities. A minimum of fifty (50) percent of the street level facades fronting Main Street shall be constructed of transparent materials.

- (c) The following uses may be permitted above the first floor:
 - (i) Commercial Use - all commercial uses allowed on the first floor if the uses are a continuation from the first floor use.
 - (ii) Office Use - professional, general business and non-profit offices provided that:

- No sales either wholesale or retail which involve delivery of any goods or material to or from the premises occur.
- No inventory is kept on the premise other than samples.
- No processing, manufacturing, storage or repair of merchandise of any kind occurs.

(iii) Residential Use - Residential uses are allowed only in conjunction with visitor-serving commercial uses in this District. Up to one-third (1/3) of the floor area of projects on parcels smaller than a full block may be devoted to residential uses; projects on full block or larger parcels, up to one-half (1/2) of the floor area may be devoted to residential uses provided that residential uses:

- Be segregated to a separate structure or restricted to the second story or above;
- Not occupy any portion of the same story with non-residential uses, unless they are provided with adequate physical and acoustical separation;
- Be on contiguous floors within a single structure;
- Be provided with separate pedestrian ingress and egress;
- Be provided with secured, designated parking.

Note: All uses conditionally permitted on the first floor shall be permitted in upper story areas, if they are a continuation of first floor uses. Other uses shall be permitted only if found to be compatible with office and residential uses nearby or within the same mixed-use structure.

4.7.02 Minimum Parcel Size. The minimum parcel size for development shall be twenty-five hundred (2500) square feet.

4.7.03 Maximum Density/Intensity. The maximum intensity of development shall be calculated by floor area ratio (FAR) for this District. The floor area ratio shall apply to the entire project area. Floor area ratios shall be calculated on gross acreage, except that the resulting floor area may not exceed by more than fifteen (15) percent of the permitted floor area calculated by net site area.

(a) The maximum floor area for developments in this District shall be calculated with the following multiples:

<u>Lot Size (Frontage)</u>	<u>Maximum FAR</u>
less than half block	1.5
half block up to but less than a full block	2.0
full block	2.5

(b) The maximum allowable number of residential dwelling units (du) shall increase as parcel size increases according to the following:

<u>Lot Size (Frontage)</u>	<u>Maximum Allowable Density</u>
less than 100'	1 du/2000 sq. ft. of net lot area
100' up to but less than a half block	1 du/1700 sq. ft. of net lot area
half block up to but less than a full block	1 du/1350 sq. ft. of net lot area

Lot Size (Frontage)

Maximum Allowable Density

full block

35 units per gross

4.7.04 Maximum Building Height. The maximum building height shall be as follows:

Lot Size (Frontage)

Height

less than a full block

3 stories

full block

6 stories

4.7.05 Maximum Site Coverage. No maximum site coverage shall be required in this District.

4.7.06 Setback (Front Yard). The minimum front yard setback for all structures exceeding forty-two (42) inches in height shall be as follows:

- (a) Parcels fronting on Fifth and Third Streets require not less than five (5) feet.
- (b) Parcels fronting on Main Street must develop to a build-to line* five (5) feet from the property line.
- (c) Parcels fronting Lake Street require not less than fifteen (15) feet.

*Note: The build-to requirement can be satisfied by extending any of the following to five (5) feet of the property line: 1) the facade of the ground floor level; 2) a plaza or patio used for open-air commercial activity; 3) a low-wall or fence (not exceeding forty-two (42) inches in height), planters or other architectural features, which extend along at least fifty (50) percent of the frontage along the lot line; 4) two (2) side walls and second story facade.

- (d) The following may be permitted in the front yard setback on Fifth Street, Third Street, Main Street and PCH: benches, bicycle racks, transparent wind screens and open-air commercial facilities.

4.7.07 Setback (Side Yard). The minimum side yard requirements shall be as follows:

- (a) Interior yard requirements shall be zero.
- (b) Exterior yards require not less than five (5) feet from a public ROW

4.7.08 Setback (Rear Yard). The minimum rear yard setback shall be three (3) feet from the alley; structures may be cantilevered into this setback to the rear property line.

Note: An additional ROW dedication will be required to widen the alley to thirty (30) feet.

4.7.09 Setback (Upper Story). The covered portion of all stories above the second shall be set back an average of an additional ten (10) feet from the second story facade. Parcels fronting Main Street require all structures above twenty-five (25) feet in height to set back an average of twenty-five (25) feet from the ROW with a minimum of fifteen (15) feet.

4.7.10 Open Space. Parcels having one hundred (100) feet or more of street frontage, within this District shall provide a public open space amenity. A minimum of ten (10) percent of the net site area must be included for such a purpose, in all non-residential development. Mixed use developments which include residential units, are required to provide public open space equal to five (5) percent of the net site area.

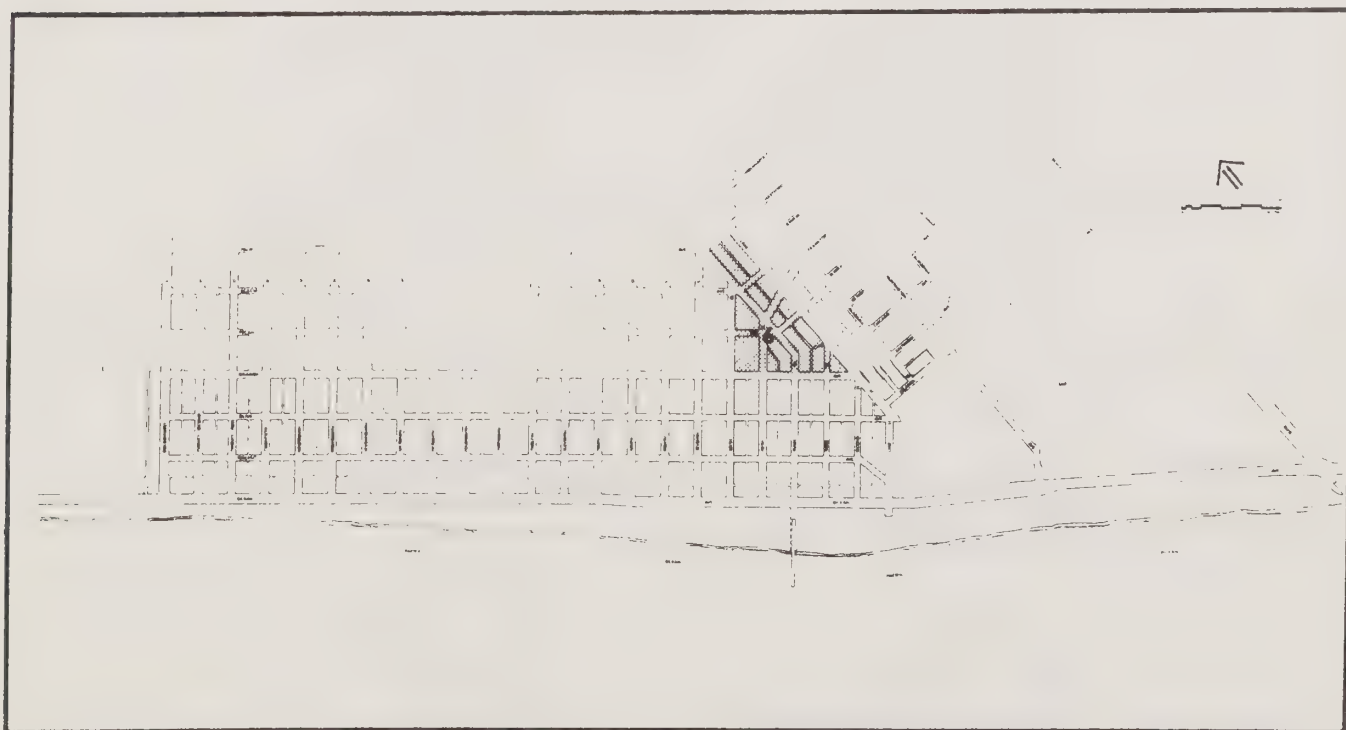
Full block developments on Main Street require public plazas. These street level public plazas shall be incorporated into the design of the development and approved by the Director. Such plazas shall have the following characteristics:

- (a) Location: street level corner; one side must face Main Street.
- (b) Area: not less than one thousand (1,000) square feet.
- (c) Landscaping: not less than thirty (30) percent of the plaza area should be planted.
- (d) Paving: all paved areas shall be textured.
- (e) Visual Feature: plaza must include a sculpture, fountain, information kiosk, pond, display, or similar visual amenity.
- (f) Public Seating shall be provided.
- (g) Open Air Commercial: not more than fifty (50) percent of the plaza area may be used for open air commercial uses.

DISTRICT #6: MIXED USE; COMMERCIAL/OFFICE/RESIDENTIAL

Purpose. This District encompasses the area north of the Downtown core and includes the public library. It is intended to provide a location for general purpose commercial enterprises to serve surrounding residents, as well as office space, public facilities and residential uses. This mixed use node will anchor the inland end of the Main/Pier corridor.

Boundaries. District #6 consists of the blocks located between Sixth Street and Lake Street from Orange Avenue to Palm Avenue.



4.8.01 Permitted Uses.

(a) The following principal uses and structures shall be permitted in District #6 subject to approval of a use permit for initial construction:

- A. Antique stores
 Appliance stores
 Art gallery
 Auto accessory/repair shops
- B. Bakeries (no more than seven (7) employees)
 Banks and savings and loans branch offices (with drive-up windows)
 Barber, beauty, manicure shops
 Bicycle sales, rental and repair
 Boat and marine supplies
 Bookstores
- C. Catering establishments
 Clothing stores
 Coin, stamp and art dealers
 Confectioners
 Curio shops
- D. Delicatessens
 Department stores
 Dog and cat grooming
 Drug stores
 Dry cleaning (no plants)
 Dry goods and notions
- F. Florists
 Fruit and vegetable stores
 Furniture stores
- G. Gifts and party shops
 Groceries
- H. Hardware stores
 Health and sports clubs
 Hobby supplies
- I. Ice cream parlors
- J. Jewelry stores
- L. Laundromats, laundries
 Liquor stores
- M. Marine insurance
 Medical and dental laboratories
 Meat or fish markets
 Millinery

- N. Newspaper and magazine stores
Newstands
Novelties
- O. Offices
Office supplies
- P. Parks
Pet shops
Photographic studios
Photographic equipment sales
Photographic processing (no more than one (1) developing machine)
Plazas
Public open space
Public and semi-public buildings
- R. Reducing salon
Restaurants
- S. Shoe repair
Shoe stores
Sporting goods
Stationery stores
- T. Tailor shops
Travel agency
- U. Undertakers

(b) The following uses may be allowed in District #6 subject to approval of a conditional use permit:

- A. Arcades
- D. Dance studio
- N. Newspaper publishing
- P. Parking lots and garages
- R. Residential Uses*
- T. Theaters
Transit facilities

*Note: Residential uses shall only be permitted as part of mixed use development projects.

4.8.02 Minimum Parcel Size. The minimum parcel size for development shall be ten thousand (10,000) square feet.

4.8.03 Maximum Density/Intensity. The maximum intensity of development shall be calculated by floor area ratio (FAR) for this District. The floor area ratio shall apply to the entire project area. Floor area ratios shall be calculated on gross acreage, except that the resulting floor area may not exceed by more than fifteen (15) percent of the permitted floor area calculated by net site area.

- (a) The maximum floor area for developments in this District shall be calculated with the following multiples:

<u>Lot Size (Frontage)</u>	<u>Max FAR</u>
less than 100'	1.25
100' up to but less than a half block	1.5
half block up to but less than a full block	2.0
full block	2.25

- (b) The maximum allowable number of residential dwelling units shall be twenty-five (25) units per gross acre.

4.8.04 Maximum Building Height. The maximum building height shall be as follows:

<u>Lot Size (Frontage)</u>	<u>Height</u>
less than 100'	2 stories
100' up to but less than a full block	3 stories
full block	4 stories

4.8.05 Maximum Site Coverage. No maximum site coverage shall be required in this District.

4.8.06 Setback (Front Yard). The minimum front yard setback for all structures exceeding forty-two (42) inches in height shall be fifteen (15) feet;

4.8.07 Setback (Side Yard). The minimum side yard requirements shall be as follows:

- (a) Interior yard requirements, for residential development, shall be ten (10) feet; non residential may be reduced to zero.
- (b) Exterior yards require not less than fifteen (15) feet, from a public ROW.

4.8.08 Setback (Rear Yard). The minimum rear yard setback shall be three (3) feet from the alley.

Note: An additional ROW dedication will be required to widen the alley to thirty (30) feet.

4.8.09 Setback (Upper Story). The covered portions of all stories above the second shall be set back twenty-five (25) feet from the ultimate ROW.

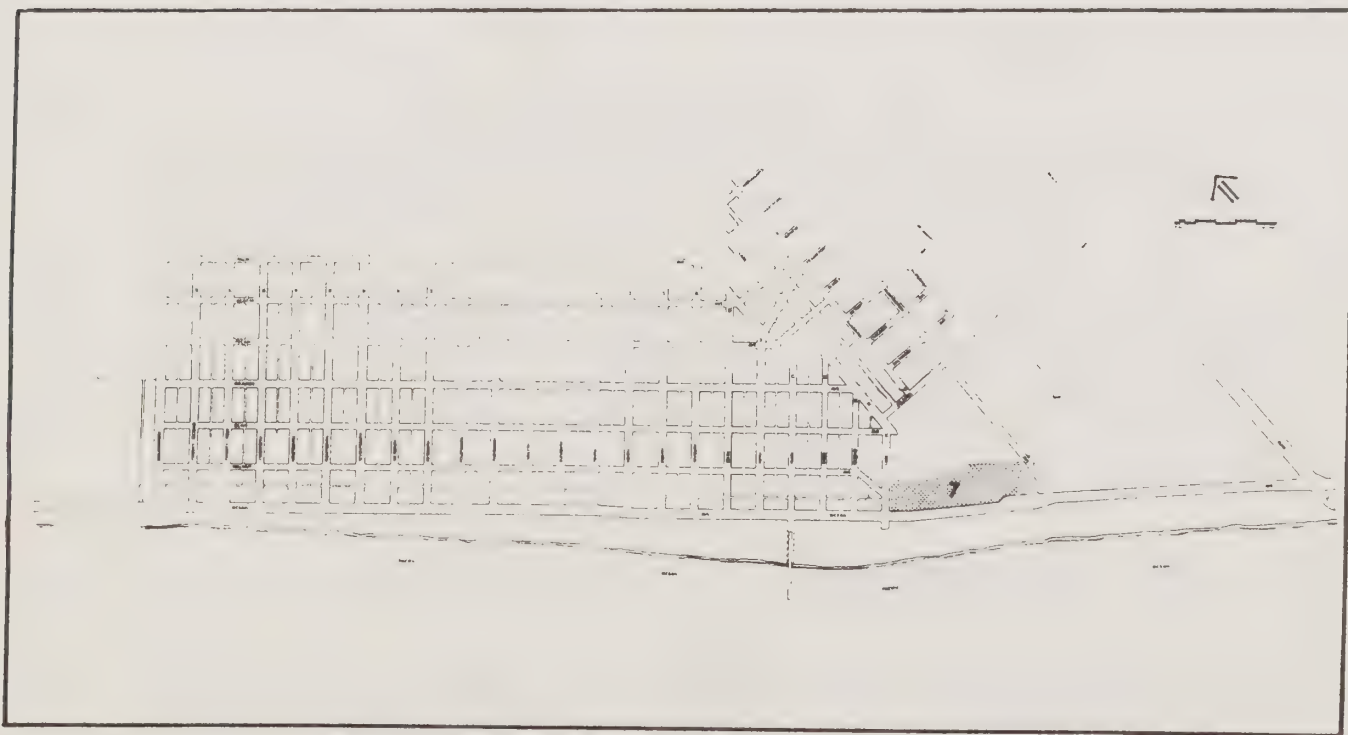
4.8.10 Open Space. Parcels having one hundred (100) feet or more of street frontage, within this District shall provide a public open space amenity. A minimum of ten (10) percent of the net site area must be included for such a purpose, in all non-residential development. Mixed use developments which include residential units, are required to provide public open space equal to five (5) percent of the net site area.

Full block developments on Main Street require public plazas. These street level public plazas shall be incorporated into the design of the development and approved by the Director.

DISTRICT #7: VISITOR-SERVING COMMERCIAL

Purpose. This District extends southeast of the Downtown core adjacent to Pacific Coast Highway. The principal purpose of this District is to provide commercial facilities to serve seasonal visitors to the beaches as well as to serve local residents on a year round basis. This District also provides a continuous commercial link between the Downtown and the visitor-commercial/recreation District near Beach Boulevard.

Boundaries. District #7 extends from Lake Street to Huntington Avenue between PCH and the proposed Walnut Avenue extension.



4.9.01 Permitted Uses.

- (a) The following principal uses and structures shall be permitted in District #7 subject to approval of a use permit for initial construction:
- A. Antique stores
Art gallery
 - B. Bakeries (No more than seven (7) employees)
Banks and savings and loans branch offices (not to exceed five-thousand (5,000) square feet)
Barber, beauty, manicure shops
Beach, swimming and surfing equipment
Bicycle sales, rental and repair
Boat and marine supplies
Bookstores
Botanical Gardens
 - C. Clothing stores
Coin, stamp and art dealers
Confectioners
Curio shops
 - D. Delicatessens
 - F. Florists
Fruit and vegetable stores
 - G. Game Stores
Gifts and party shops
Groceries (convenience)
 - H. Health and sports clubs
 - I. Ice cream parlors
 - J. Jewelry stores
 - L. Laundromats
Liquor stores
 - M. Marine insurance
Meat or fish markets
 - N. Newspaper and magazine stores
Newstands
Novelties
 - P. Photographic studios
Photographic equipment sales
Photographic processing (no more than one (1) developing machine)
 - R. Reducing salon
Restaurants

- S. Shoe stores
Sporting goods
- T. Tourist related public and semi-public buildings, services and facilities
Travel agency
- Y. Yacht sales (display only)

(c) The following uses may be permitted in District #7 subject to approval of a conditional use permit:

- A. Arcades
Automobile service stations
- C. Cabarets
- D. Dance halls and discos
Dancing and/or live entertainment as a primary or accessory use
- H. Hotels and motels
- P. Parking lots and garages
- R. Retail sales, outdoor
- T. Taverns

4.9.02 Minimum Parcel Size. No minimum parcel size shall be required for this District. However, prior to the approval of any development, a master site plan for the entire District shall be approved by the Planning Commission. Development which is in conformance with the site plan may then be permitted.

4.9.03 Maximum Density/Intensity. The maximum intensity of development shall be calculated by floor area ratio (FAR) for this District. The floor area ratio shall apply to the entire project area. Floor area ratios shall be calculated on gross acreage, except that the resulting floor area may not exceed by more than fifteen (15) percent of the permitted floor area calculated by net site area.

(a) The maximum floor area for developments in this District shall be calculated with a multiple of 3.0.

4.9.04 Maximum Building Height. The maximum building height shall be eight (8) stories.

4.9.05 Maximum Site Coverage. The maximum site coverage shall be fifty (50) percent of the net site area.

4.9.06 Setback (Front Yard). The minimum front yard setback for all structures exceeding forty-two (42) inches in height shall be fifty (50) feet from PCH.

4.9.07 Setback (Side Yard). The minimum exterior side yard requirement shall be twenty (20) feet.

4.9.08 Setback (Rear Yard). The minimum rear yard setback shall be twenty (20) feet from the proposed Walnut Avenue extension.

Note: An additional ROW dedication will be required to provide for the Walnut Avenue extension.

4.9.09 Setback (Upper Story). No upper story setback shall be required in this District.

4.9.10 Open Space. A public open space and/or pedestrian access amenity, subject to approval of the Director, may be required for development projects in order to assure a predominantly visitor-serving orientation.

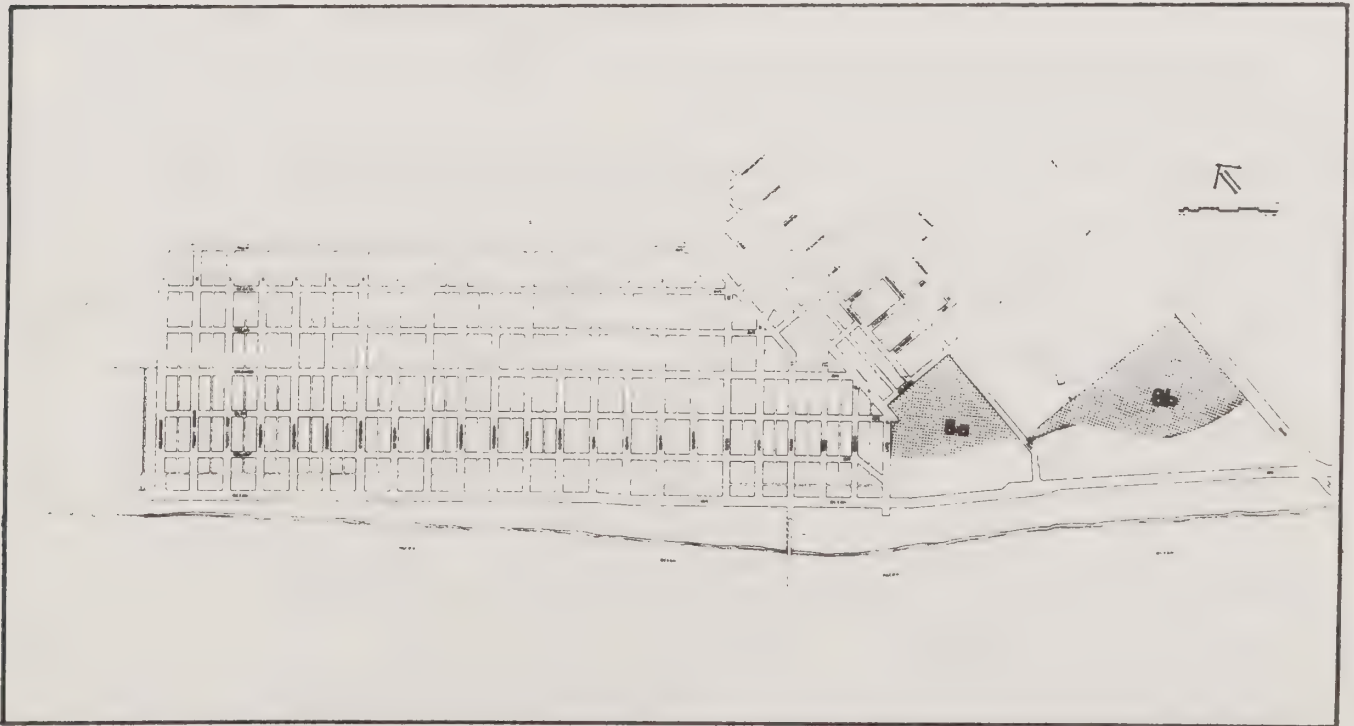
4.9.11 Corridor Dedication. Development in District #7 shall require the dedication of a twenty (20) foot corridor between Atlanta Avenue and PCH for public access between the southern end of the Pacific Electric ROW and PCH. This requirement may be waived if an alternative public amenity is provided or if the corridor is deemed unnecessary by the City. Any proposal for an alternative public amenity must be approved by the Planning Commission.

4.9.12 Mobilehome District. A portion of District #7 is zoned for mobilehome use. Within this mobilehome area, the provisions of the Mobilehome District of the Huntington Beach Ordinance Code shall apply (See Section 4.16).

DISTRICT #8: - HIGH DENSITY RESIDENTIAL

Purpose. This District is intended to allow high density residential uses. New residential development will provide a population base to help support the commercial and office uses in the Downtown area.

Boundaries. District #8 includes two consolidated parcels; one parcel is bounded on the north by Atlanta Avenue, on the east by Huntington Street, on the south by the proposed Walnut Extension and on the west by Lake Street. The second includes the area north of the proposed Walnut Avenue extension between Huntington Street and Beach Boulevard.



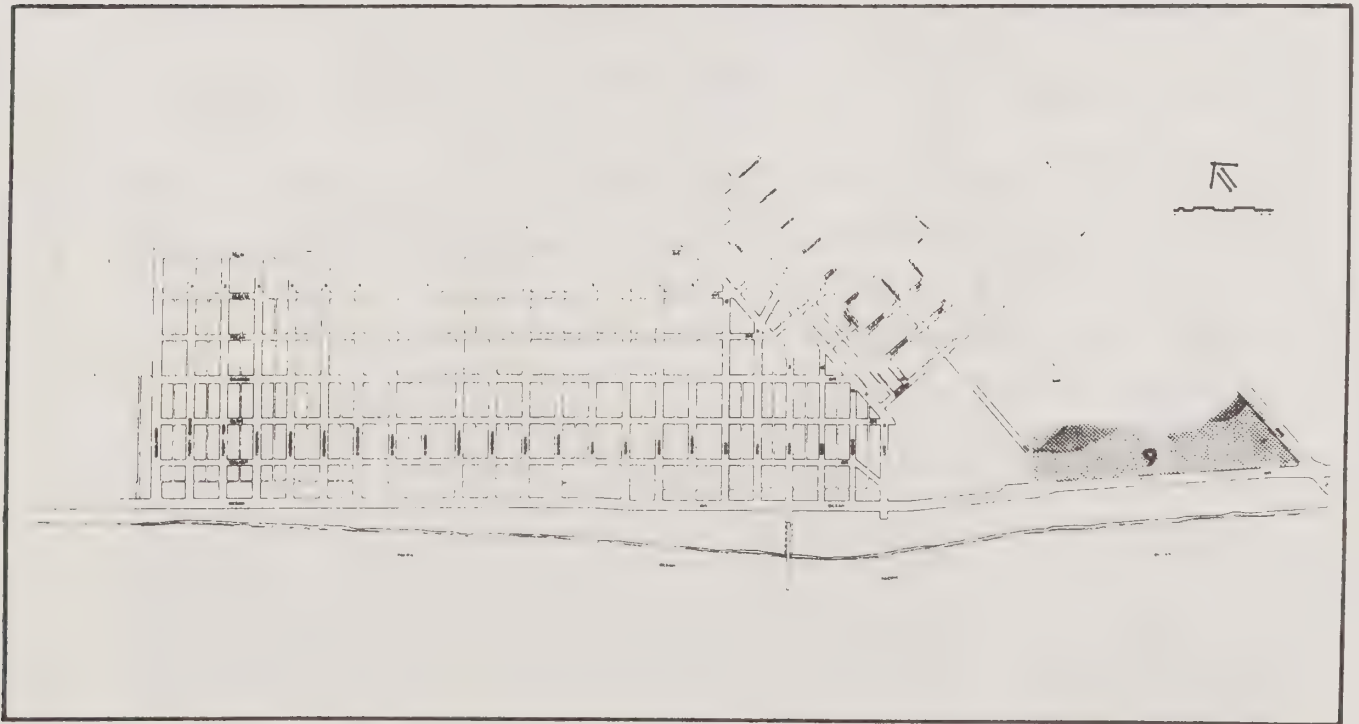
- 4.10.1 Permitted Uses. The principal uses and structures permitted in District #8 shall be limited to permanently attached residential uses; including multi-family housing, condominiums, stock-cooperatives or apartments.
- 4.10.2 Minimum Parcel Size. No minimum parcel size shall be required in this District. However, prior to approval of any development, a conceptual plan for the entire District shall be approved by the Planning Commission. Development which is in conformance with the site plan may then be permitted.
- 4.10.3 Maximum Density/Intensity. The maximum allowable number of residential dwelling units shall be thirty-five (35) units per gross acre.
- 4.10.4 Maximum Building Height. The maximum building height shall be fifty (50) feet.
- 4.10.5 Maximum Site Coverage. The maximum site coverage shall be fifty (50) percent of net site area.
- 4.10.6 Setback (Front Yard). The minimum front yard setback for all structures exceeding forty-two (42) inches in height shall be twenty (20) feet.
- Note: An additional ROW dedication will be required to provide for the Walnut Avenue extension.
- 4.10.7 Setback (Side Yard). The minimum exterior side yard requirement shall be twenty (20) feet.
- Exception: The minimum exterior yard requirement from Beach Boulevard shall be twenty-five (25) feet.
- 4.10.8 Setback (Rear Yard). The minimum rear yard setback shall be twenty (20) feet.
- 4.10.9 Setback (Upper Story). That portion of structures which exceed thirty-five (35) feet in height shall be set back a minimum of one hundred (100) feet from the northern exterior property line.
- 4.10.10 Open Space. No public open space shall be required in this District.
- 4.10.11 Corridor Dedication. Development in District #8 shall require the dedication of a twenty (20) foot corridor between Atlanta Avenue and PCH for public access between the southern end of the Pacific Electric ROW and PCH. This requirement may be waived if an alternative public amenity is provided or if the corridor is deemed unnecessary by the City. Any proposal for an alternative public amenity must be approved by the Planning Commission.
- 4.10.12 Resource Production Overlay. A portion of District #8 is designated with an oil suffix (0,01). Within this area all the requirements of the Resource Production Overlay shall apply (see Section 4.14).
- 4.10.13 Conservation Overlay. A portion of District #8 has been designated with a conservation overlay. Within this area all requirements of the Conservation Overlay shall apply (see Section 4.15).
- 4.10.14 Mobilehome District. A portion of District #8 is zoned for mobilehome use . Within this mobilehome zoning area, the provisions of the Mobilehome District of the Huntington Beach Ordinance Code shall apply (see Section 4.16).

4.11

DISTRICT #9: COMMERCIAL/RECREATION

Purpose. The purpose of this District is to encourage large, coordinated development that is beach-oriented and open to the public for both commercial and recreational purposes.

Boundaries. District #9 is bounded by PCH on the south, Beach Boulevard on the east, Huntington Street on the west, and on the north by the proposed Walnut Avenue extension.



4.11.01 Permitted Uses. The principal uses and structures permitted in District #9 are subject to approval of a conditional use permit. These commercial uses include hotels, motels, restaurants and recreational facilities.

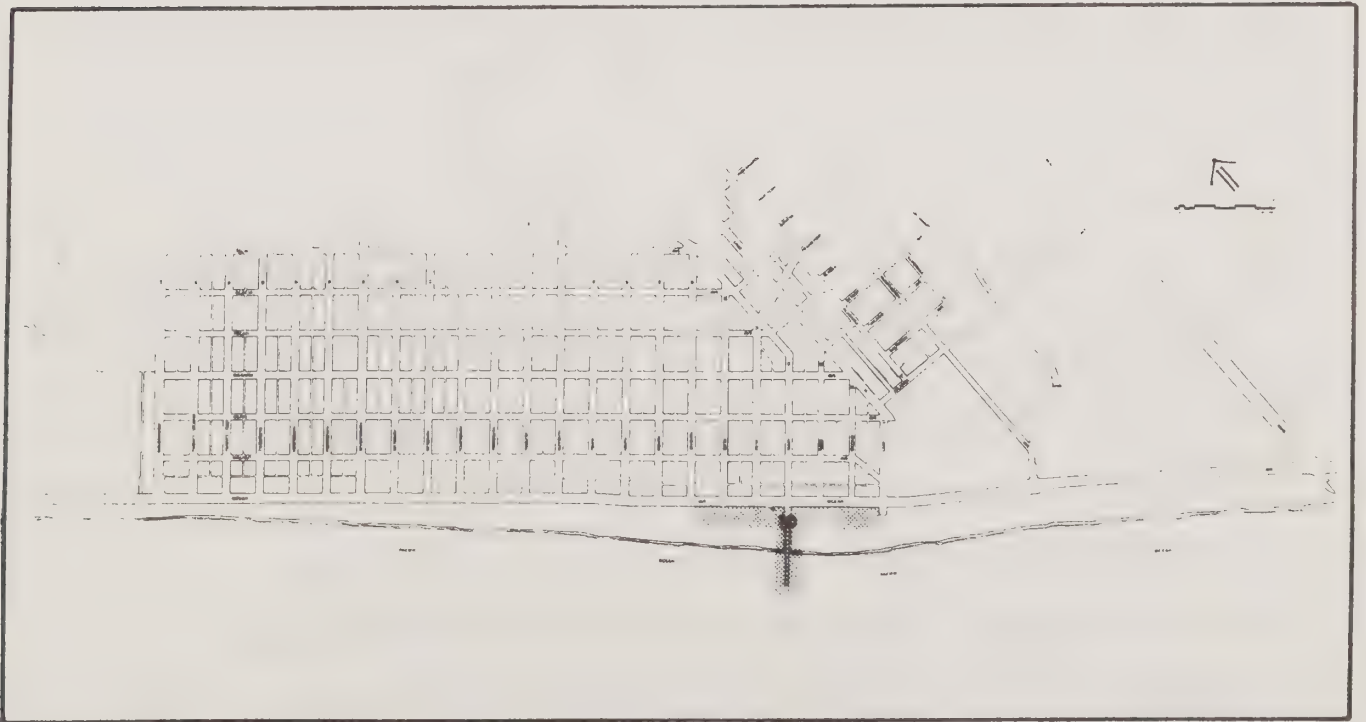
4.11.02 Minimum Parcel Size. No minimum parcel size shall be required for this District. However, prior to approval of any development, a master site plan for the entire District shall be approved by the Planning Commission. Development which is in conformance with the site plan may then be permitted.

- 4.11.03 Maximum Density/Intensity. The maximum intensity of development shall be calculated by floor area ratio (FAR) for this District. The floor area ratio shall apply to the entire project area. Floor area ratios shall be calculated on gross acreage, except that the resulting floor area may not exceed by more than fifteen (15) percent of the permitted floor area.
- (a) The maximum floor area for developments in this District shall be calculated with a multiple of 3.5.
- 4.11.04 Maximum Building Height. No maximum building height shall be required.
- 4.11.05 Maximum Site Coverage. The maximum site coverage shall be thirty-five (35) percent of the net site area.
- Note: A maximum of twenty-five (25) percent of the net site area can be used for parking and vehicular accessways.
- 4.11.06 Setback (Front Yard). The minimum front yard setback for all structures exceeding forty-two (42) inches in height shall be fifty (50) feet, from PCH and Beach Boulevard.
- 4.11.07 Setback (Side Yard). The minimum exterior side yard requirement shall be twenty (20) feet.
- Exception: The minimum exterior yard requirement from Beach Boulevard shall be fifty (50) feet.
- 4.11.08 Setback (Rear Yard). The minimum rear yard setback shall be twenty (20) feet.
- Note: An additional ROW dedication will be required to provide for the Walnut Avenue extension.
- 4.11.09 Setback (Upper Story). No upper story setback shall be required.
- 4.11.10 Open Space. Development projects within this District shall provide a public open space amenity. A minimum of twenty-five (25) percent of the net site area must be included for such a purpose. This area should be available for public or semi-public uses for recreational purposes. Open space must have minimum dimensions of twenty-five (25) feet in each direction . Paved areas devoted to streets, driveways and parking areas may not be counted toward this requirement. A maximum of fifteen (15) percent of the required twenty-five (25) percent may be enclosed recreation space such as gyms, handball courts, health clubs, interpretive centers or similar facilities. A fee may be imposed for the use of such facilities.
- 4.11.11 Pedestrian Overpass. A pedestrian overpass may be required to connect the development in this District to the City Beach, as a condition of approval for any new development on, or further subdivision of, parcels within the District. The City may waive this requirement if the City determines that overpasses are unnecessary or impractical considering the type and design of new developments.
- 4.11.12 Mobilehome District. A portion of District #9 is zoned for mobilehome use. Within this mobilehome area, the provisions of the Mobilehome District of the Huntington Beach Ordinance Code shall apply (see Section 4.16).

DISTRICT #10: PIER-RELATED COMMERCIAL

Purpose. This District is intended to provide for commercial uses on and alongside the pier which will enhance and expand the public's use and enjoyment of this area. Uses are encouraged which capitalize on the views available from the pier and the unique recreational or educational opportunities it affords. At the same time, care must be exercised to insure that the major portion of the pier will remain accessible to the public at no charge, for strolling, fishing or observation.

Boundaries. District #10 includes the pier itself and an area extending sixty (60) feet on the northwest side and one hundred and twenty-five (125) feet on the southeast side of the existing pier. Also included in the District is a strip of land from PCH to the sand, extending to the southeast of the pier to Lake Street and northwest of the pier to Seventh Street.



4.12.01 Permitted Uses. The following uses may be permitted in District #10 subject to approval of a conditional use permit.

- A. Aquariums
- B. Bait and tackle shops
Beach rentals
- C. Commercial uses or public recreation facilities (beach-related)
- M. Museums
- P. Parking lots and structures
- R. Restaurants (including fast food with take out windows)
Retail sales (beach-related)

Note: Only parking uses are permitted in this District northwest of Sixth Street.

4.12.02 Minimum Parcel Size. No minimum parcel size shall be required in this District.

4.12.03 Maximum Density/Intensity. No maximum density or intensity requirement shall be applied in this District.

4.12.04 Maximum Height. The maximum building heights shall be twenty-five (25) feet and no more than two (2) stories above the pier level.

Exception: The maximum building height on the pier (excluding the end of the pier cafe) and northwest of the pier shall be one (1) story. No maximum building height shall be required for lifeguard towers or other facilities necessary for public safety. No parking surface or structure shall exceed the adjacent elevation of PCH.

4.12.05 Maximum Site Coverage. No maximum site coverage shall be required.

Exception: No more than twenty-five (25) percent of the pier shall be covered by any building or roofed structure. In addition, buildings or other roofed structures shall not be constructed along more than twenty-five (25) percent of the perimeter of the pier.

4.12.06 Setback (Front Yard). No minimum front yard setback shall be required.

4.12.07 Setback (Side Yard). No minimum side yard setback shall be required.

4.12.08 Setback (Rear Yard). No minimum rear yard setback shall be required.

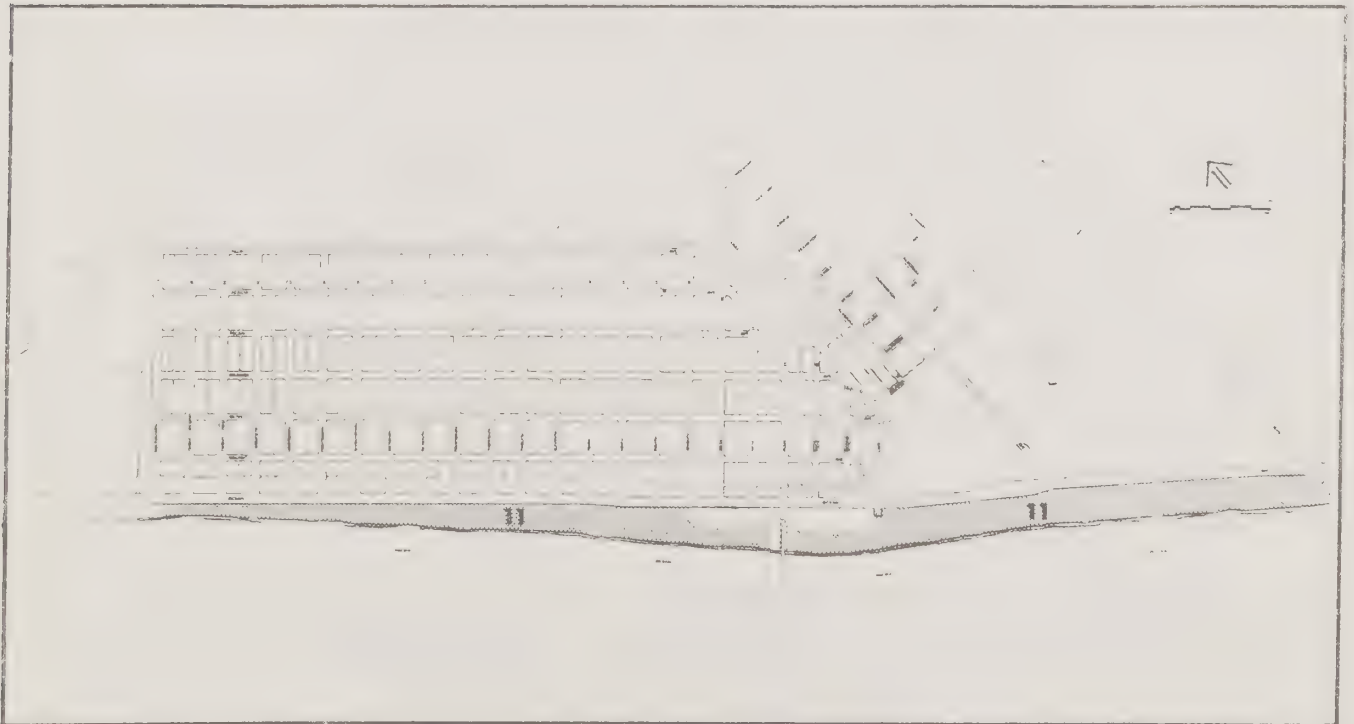
4.12.09 Setback (Upper Story). No minimum upper story setback shall be required.

4.12.10 Open Space. Public open space and pedestrian access shall be major considerations of development in this District. All new development shall provide sufficient clear width along the length of the pier for public access, emergency and service vehicles. In addition, public walkways along the pier edge or around the perimeter of new development must be provided.

DISTRICT #11: BEACH OPEN SPACE

Purpose. This District is intended to preserve and protect the sandy beach within the Downtown Specific Plan boundaries while allowing parking and auxilliary beach-related commercial and convenience uses. Approximately half of the beach frontage in the District is City beach; the remainder is owned by the State of California.

Boundaries. District #11 is bounded by PCH on one side and the Pacific Ocean on the other. The District extends from Goldenwest Street to Beach Boulevard, except for the area which is part of District #10.



4.13.01 Permitted Uses. The following principal uses and structures shall be permitted in District #11 subject to approval of the City's Design Review process.

- A. Access facilities
- B. Basketball Courts
Beach concession stands*
Bicycle trails and support facilities
- F. Fire rings
- L. Lifeguard towers and other structures necessary for health or safety
- P. Paddleboard courts
Parking lots or structures
Park offices + playground equipment
Public restrooms
Public transit facilities and associated structures, dressing rooms or showers**
- S. Shoreline construction that may alter natural shoreline process, such as groins, cliff retaining walls, pipelines, outfalls that are designed to eliminate adverse impacts on local shoreline sand supply
- T. Trails (bicycle or jogging) and support facilities
- V. Volleyball net supports

*Note: Beach concession stands shall be limited to twenty-five hundred (2500) square feet and spaced at intervals no closer than one thousand (1,000) feet.

**Note: Public transit facilities may only be constructed within the existing paved parking areas or in areas which are not part of the beach.

4.13.02 Minimum Parcel Size. No minimum parcel size shall be required .

4.13.03 Maximum Density/Intensity. No maximum density or intensity requirement shall be applied in this District.

4.13.04 Maximum Building Height. The maximum building heights shall be limited to twenty (20) feet.

Exceptions: No maximum building height shall be required for lifeguard towers or other facilities necessary for public safety. No parking surface or structure shall exceed the adjacent elevation of PCH.

4.13.05 Maximum Site Coverage. No maximum site coverage shall be required.

4.13.06 Setback (Front Yard). No minimum front yard setback shall be required.

4.13.07 Setback (Side Yard). No minimum side yard setback shall be required.

4.13.08 Setback (Rear Yard). No minimum rear yard setback shall be required .

- 4.13.09 Setback (Upper Story). No minimum upper story setback shall be required.
- 4.13.10 Open Space. Public open space and pedestrian access shall be major considerations of development in this District.
- 4.13.11 Parking. No additional parking shall be required for new development in this District. Construction which proposes the removal of existing parking, shall provide for the replacement of that parking on a one-for-one basis within the District.
- 4.13.12 Resource Production Overlay. A portion of District #11 is designated with an Oil Suffix (O,OI). Within this area, all the requirements of the Resource Production Overlay shall apply (see Section 4.14).



4.14 RESOURCE PRODUCTION OVERLAY

Purpose. The Downtown Specific Plan area overlies long-productive oil pools. Many facilities are still operating because of the extent of the remaining reserves, therefore oil production will continue to be permitted in parts of this area.

The City provides for oil facilities by designating oil "suffix" zoning Districts in conjunction with an underlying base zone such as a commercial or residential District. Both oil facilities allowed by suffix and the other uses allowed by the base zone are permitted. Currently, the City has two oil suffixes the "0" which allows existing oil wells and attendant facilities but no new wells, and the "01" which allows the drilling of new wells in addition to all uses in the "0" District. These suffixes, with certain modifications, are also employed in this Specific Plan. In addition to the oil suffixes three Resource Production Overlays have been identified. Existing and/or expanded oil production may continue in these areas provided that the additional conditions outlined in this subsection are met.

4.14.01 Oil Overlay "A"

The regulations in this overlay District facilitate continued oil recovery, but require all new facilities to be concentrated into a screened, soundproofed and landscaped expansion of the existing oil site and encourage the expeditious removal of existing wells from oil overlay "B".

Boundaries. Oil overlay "A" includes an existing oil island located in District #2, between 19th and 18th streets from Pacific Coast Highway to the area is Walnut Avenue.

Regulations. New wells and related facilities shall be permitted in accordance with the -01 suffix and related provisions in the the Huntington Beach Ordinance Code provided, however, that the following additional conditions are met:

- (a) Any new well must be part of a secondary or other enhanced oil recovery project of used as a replacement of an existing well.
- (b) A schedule for abandonment of all wells operated by the project proponent which are located within Bolsa Chica State Beach shall be submitted to and approved by the Director of Development Services prior to the drilling of any new well. This schedule may be amended at the discretion of the Director of Development Services.
- (c) The project proponent shall agree to a memorandum of understanding with the City as a condition for approval, stating that no new wells shall be drilled by that company on Bolsa Chica State Beach (oil overlay "B") nor shall the existing wells be redrilled except, in such cases where: 1) the redrilled well will be produced by a "subsurface" or "down-hole" pump, only, or 2) the redrilled well will be produced by other new technology with fewer visual and environmental impacts than a conventional ball and plunger, pump, or 3) an intensified screening plan is approved the the Director of Development Services which substantially improves the appearance of the area.
- (d) The operation site hall be screened by a wall, fence, or structure in keeping with the character of the area. The site shall also be landscaped so as to ensure visual compatibility with the surriounding area. A screening and landscaping plan must be submitted to and approved by the Director. All structures shall generally conform to the height limits and setback requirements of the base District. The Director may waive these restriction if it would result in better overall soundproofing, odor reduction and/or visual compatibility.

4.14.02 Oil Overlay "B"

The regulations in this overlay faciliate continued oil recovery, wells may be redrilled if surface pumping units are replaced with a subsurface ones. Drilling of new wells may be permitted but only if the result is a significate reduction in the amount of space used for oil operations on the beach.

Boundaries. Oil overlay "B" comprises a section of Bolsa Chica State Beach currently in oil productiion in District #11 between Goldenwest and 11th streets.

Regulations. Wells may be redrilled in accordance with the -0 suffix in the Huntington Beach Ordinance Code provided, however, that the following additional conditions are met:

- (a) The operator submits a report to the Department of Development Services explaining why there is no other feasible, environmentally less damaging inland site (such a report must be approved by the Director); or agrees to a memorandum of understanding with the City stating that the redrilled well will be produced by a subsurface or down-hole pump or other new technology with fewer visual and environmental impacts than a conventional ball and plunger pump.

- (b) A schedule for abandonment of all wells operated by the project proponent which are located within Bolsa Chica State Beach shall be submitted to and approved by the Director of Development Services prior to the drilling of any new well. This schedule may be amended at the discretion of the Director of Development Services.
- (c) All redrilling operations shall be limited to a period from October 1 to May 31, except for emergencies for which the Fire Chief may waive these seasonal restrictions, but shall require soundproofing in accordance with Title 15 of the Huntington Beach Municipal Code.

New wells may be permitted if they are part of an overall consolidation plan which significantly reduces the area used for oil facilities or expedites the removal of existing oil facilities within the overlay area. A consolidation plan must be submitted to the Director of Development Services for approval before a permit for drilling any new well will be issued. All drilling operations must be conducted in accordance with the requirements of the O1 suffix in the Huntington Beach Ordinance Code.

4.14.03 Oil Overlay "C"

The regulations in the overlay facilitate continued oil recovery and provides for future oil production needs.

Boundaries. Oil overlay "C" is an irregularly shaped site in District #8A between Lake Street and Huntington Avenue and Atlanta Avenue.

Regulations. Well drilling and redrilling shall be permitted in accordance with Title 15 of the Huntington Beach Municipal Code and with the O or O1 suffix and related provisions in the Huntington Beach Ordinance Code. A conceptual site plan for the entire overlay area must be submitted prior to permitting any project development or subdivision of land within the overlay. The plan shall include at least one (1) oil island of not less than two (2) acres in size for new oil well drilling and oil production. Such island(s) shall be incorporated into the overall development plan so that noise, odor and visual impacts on the residences are minimized, and safe access to the oil site(s) is provided. Findings that at least one such island so designed is incorporated into the plan shall be made by the Planning Commission before approving any development project.



LEGEND



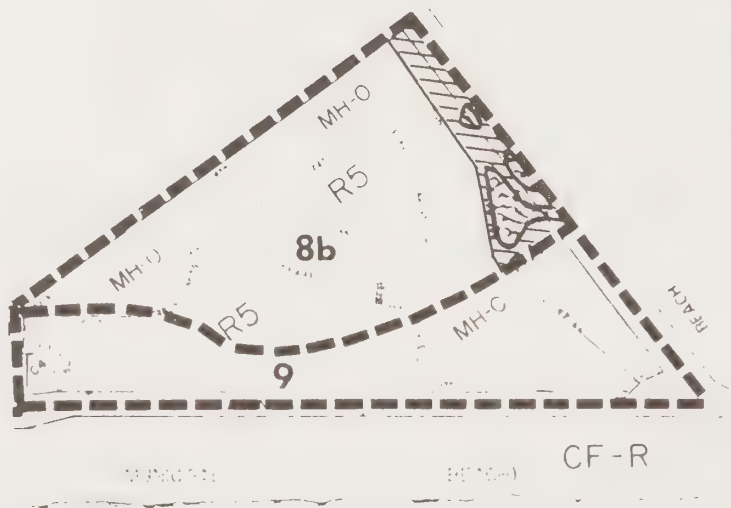
Degraded Wetlands



Restorable Wetlands



Specific Plan Boundary



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Conservation Overlay

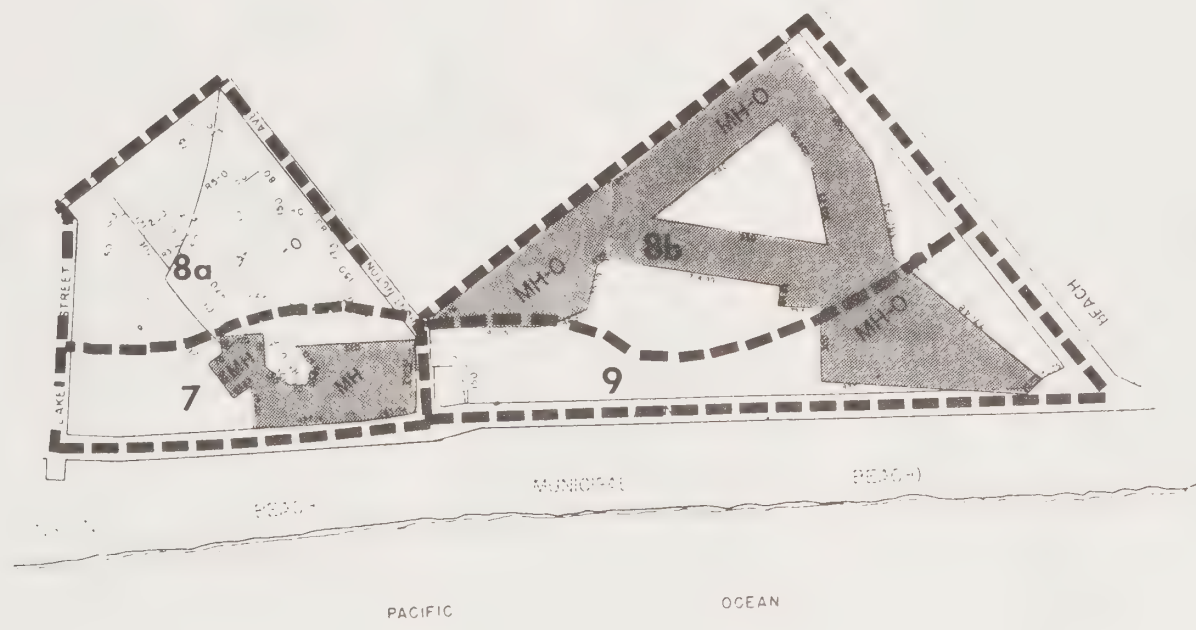
FIGURE 4.15

CONSERVATION OVERLAY

Purpose. The conservation overlay is intended to regulate those areas which have been preliminarily identified as wetlands. Upon determination by the California Department of Fish and Game that an area is classified as a wetland the conditions of this overlay shall apply

Boundary. The State Department of Fish and Game has identified an area within District 8B as containing .8 acres of existing wetland and 1.4 acres of restorable wetland. The 2.2 acre area is immediately adjacent to Beach Boulevard (see Figure 4.14).

Regulations. Development shall be permitted only pursuant to an overall development plan for the entire overlay area and subject to the following: as a condition of any development on this parcel, topographic, vegetation, and soils information identifying the extent of any existing wetlands shall be submitted to the Director. The information shall be prepared by a qualified professional, and shall be subject to review by the California Department of Fish and Game. If any wetland is determined by the Department of Fish and Game to be severely degraded pursuant to Sections 30233 and 30411 of the California Coastal Act, or if it is less than one (1) acre in size, other restoration options may be undertaken, pursuant to the Coastal Commission's "Statewide Interpretive Guidelines for Wetlands and other Wet Environmentally Sensitive Habitat Areas." Conservation easements, dedications or other similar mechanisms shall be required over all wetland areas as a condition of development, to assure permanent protection. Public vehicular traffic shall be prohibited in wetland areas governed by a conservation easement. Specific drainage and erosion control requirements shall be incorporated into the project design to ensure that wetland areas are not adversely affected. No further subdivision of any parcel shall be permitted which would have the effect of dividing off environmentally sensitive habitat from other portions of such parcels for which urban uses are permitted in the City's Coastal Element until such time as the permanent protection of any wetland is assured.



4.16 MOBILEHOME DISTRICT

Purpose. The Downtown Specific Plan includes approximately 24 acres with a Mobilehome District (MH) designation. The purpose of the Mobilehome District is to permit present mobilehome park uses to continue. These mobilehome areas fall within Districts Seven, Eight and Nine of the Downtown Specific Plan.

Boundaries. The Mobilehome District encompasses parts of Districts 7, 8 and 9. The following describes the real property in two sections.

Section One is approximately 6.2 acres in size located on the north side of Pacific Coast Highway between Huntington and Lake Streets. That portion of fractional Section 14, Township 6 South, Range 11 West in the Rancho Las Bolsas, City of Huntington Beach, County of Orange, State of California, as shown on a map recorded in Book 51, page 14 of Miscellaneous Maps in the office of the County Recorder of said county, described as follows:

Beginning at the intersection of the centerline of Lake Street (formerly First Street) being parallel with and 37.50 feet southeasterly measured 147 feet right angles from the northwesterly line of Block 101 with the north right-of-way line of Pacific Coast Highway (formerly Ocean Avenue), also being the southeasterly extension of the southwesterly line of Block No. 101, all as shown on a map of Huntington Beach, recorded in Book 3, page 36 of Miscellaneous Maps in the office of the County Recorder of said county; thence south $41^{\circ}38'18''$ west 53.00 feet along the centerline of Lake Street to the construction centerline of Pacific Coast Highway; thence along said construction centerline the following, south $48^{\circ}21'42''$ east 98.26 feet to a curve concave to the northeast having a radius of 1200 feet; thence southeasterly along said curve through a central angle of $4^{\circ}55'28''$ an arc distance of 103.14 feet; thence south $53^{\circ}17'11''$ east 108.26 feet to a curve concave to the northeast having a radius of 3328.60 feet; thence southeasterly along said curve through a central angle of $1^{\circ}20'17''$ an arc distance of 77.72 feet; thence south $54^{\circ}37'28''$ east 400.00 feet; thence leaving said construction centerline north $35^{\circ}22'32''$ east 52.00 feet to the true point of

beginning; thence south 54°37'28" east 427.26 feet; thence south 59°15'30" east 263.04 feet to the southwesterly extension of the westerly line of Huntington Street; thence 37°54'51" east 290.61 feet along said extension and said westerly line; thence north 54°05'09" west 520.00 feet; thence south 5°54'51" west 120 feet; thence south 57°32'32" west 55.85 feet; thence north 57°05'09" west 70.00 feet; thence north 12°05'09" west 120.00 feet; thence north 35°54'51" east 130.00 feet; thence north 54°05'09" west 170.00 feet; thence south 35°54'51" west 80.00 feet; thence north 89°05'09" west 70.00 feet; thence south 00°54'51" west 170.00 feet; thence south 80°05'09" east 83.83 feet; thence south 35°22'32" west 157.67 feet to the true point of beginning.

Section Two is approximately 18 acres in size located on the west side of Beach Boulevard north of Pacific Coast Highway. Beginning at the southeast corner of the northeast quarter of the northeast quarter of said Section 14; thence south 89°43'00" west 111.91 feet along the north line of the south half of the northeast quarter of said section to the true point of beginning; thence south 3°29'43" west 593.12 feet; thence south 25°32'14" west 386.94 feet; thence south 11°44'36" east 771.48 feet; thence south 80°00'00" west 82.75 feet; thence north 52°00'00" west 835.00 feet; thence north 38°00'00" east 300.00 feet; thence north 50°08'13" west 173.58 feet; thence north 45°00'00" east 84.85 feet to point "A" (to be used as a reference for the exception portion of this description); thence north 43°17'55" west 714.49 feet; thence due west 40.00 feet; thence south 49°45'49" west 170.29 feet; thence north 74°28'33" west 186.82 feet; thence north 51°45'58" west 420.51 feet; thence north 0°17'36" east 59.76 feet to the north line of the south half of the northeast quarter of said section; thence north 89°43'00" east 1,844.00 feet along said north line to the true point of beginning.

Excepting therefrom the following: beginning at said Point "A", thence north 45°00'00" east 190.00 feet to the true point of beginning; thence north 43°17'55" west 550.00 feet; thence (north 89°43'00" east 640.00 feet; thence south 3°29'43" west 254.03 feet; thence south 25°32'14" west 303.23 feet; thence north 43°17'55" west 170.00 feet to the true point of beginning.

Regulations. The regulations of the Downtown Specific Plan will serve as overlays for those portions of Districts Seven, Eight and Nine which retain the (MH) zone, until such time that the Mobilehome District designation is removed.

All areas retaining the (MH) zone shall be subject to the provisions of the Mobilehome District of the Huntington Beach Ordinance Code. In addition, these areas are subject to the provisions of the Mobilehome Overlay Zones/Removal/Rezoning/Change of Use Article of the Huntington Beach Ordinance Code.

Appendix

RESOLUTION No. 5308-A

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HUNTINGTON BEACH ADOPTING DOWNTOWN SPECIFIC PLAN
(COUNCILMAN THOMAS ABSTAINS)


WHEREAS, after notice duly given pursuant to Government Code section 65500, the Planning Commission of the City of Huntington Beach held a public hearing on the Downtown Specific Plan on June 2, 1983; and

Such specific plan provides for development covering approximately 336 acres between Goldenwest Street and Beach Boulevard in the coastal zone, which is consistent with the city's General Plan and will not be detrimental to the general health, welfare, safety and convenience of persons working or residing in the immediate vicinity; and


The Planning Commission has recommended adoption of the Downtown Specific Plan to this Council,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Huntington Beach that the Downtown Specific Plan Areas 1, 7 and 8-A, as incorporated in the document attached hereto and by this reference made a part hereof, is hereby adopted.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a ^{adjourned} regular meeting thereof held on the 10th day of October, 1983.


Mayor

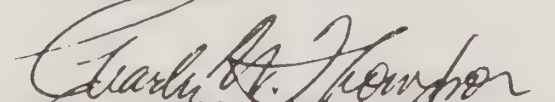
ATTEST:


City Clerk

APPROVED AS TO FORM:


City Attorney

REVIEWED AND APPROVED:


City Administrator

INITIATED AND APPROVED:


Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular adjourned meeting thereof held on the 10th day of October, 1983, by the following vote:

AYES: Councilmen:

Pattinson, Kelly MacAllister, Bailey, Mandic

NOES: Councilmen:

Finley

ABSENT: Councilmen:

Thomas

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

RESOLUTION No. 5308-B

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HUNTINGTON BEACH ADOPTING DOWNTOWN SPECIFIC PLAN
(COUNCILMEN THOMAS AND MANDIC ABSTAIN)

WHEREAS, after notice duly given pursuant to Government Code section 65500, the Planning Commission of the City of Huntington Beach held a public hearing on the Downtown Specific Plan on June 2, 1983; and

Such specific plan provides for development covering approximately 336 acres between Goldenwest Street and Beach Boulevard in the coastal zone, which is consistent with the city's General Plan and will not be detrimental to the general health, welfare, safety and convenience of persons working or residing in the immediate vicinity; and

The Planning Commission has recommended adoption of the Downtown Specific Plan to this Council,

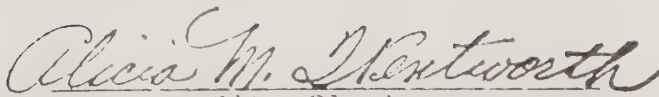
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Huntington Beach that the Downtown Specific Plan Areas 2 and 6, as incorporated in the document attached hereto and by this reference made a part hereof, is hereby adopted.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular/^{Adjourned} meeting thereof held on the 10th day of October, 1983.


Mayor

ATTEST:


APPROVED AS TO FORM:


City Clerk


City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:


City Administrator


Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular Adjourned meeting thereof held on the 10th day of October, 1983, by the following vote:

AYES: Councilmen:

Pattinson, Kelly, MacAllister, Bailey

NOES: Councilmen:

Finley

ABSENT: Councilmen:

Thomas

ABSTAIN: Mandic

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

RESOLUTION No. 5308-C

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HUNTINGTON BEACH ADOPTING DOWNTOWN SPECIFIC PLAN
(NO ABSTENTIONS)

WHEREAS, after notice duly given pursuant to Government Code section 65500, the Planning Commission of the City of Huntington Beach held a public hearing on the Downtown Specific Plan on June 2, 1983; and

Such specific plan provides for development covering approximately 336 acres between Goldenwest Street and Beach Boulevard in the coastal zone, which is consistent with the city's General Plan and will not be detrimental to the general health, welfare, safety and convenience of persons working or residing in the immediate vicinity; and

The Planning Commission has recommended adoption of the Downtown Specific Plan to this Council,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Huntington Beach that the Downtown Specific Plan Areas 3, 4, 5, 8-B, 9, 10 and 11, as incorporated in the document attached hereto and by this reference made a part hereof, is hereby adopted.


PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a ^{Adjourned} regular meeting thereof held on the 10th day of October, 1983.



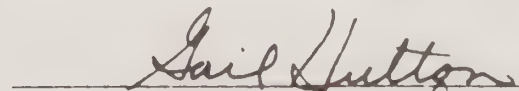
Mayor

ATTEST:

APPROVED AS TO FORM:



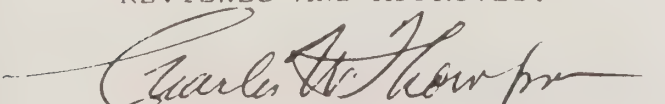
City Clerk



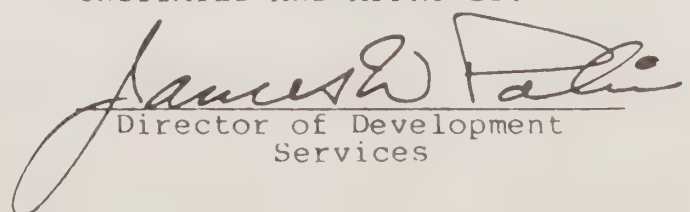
City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:



City Administrator



Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular adjourned meeting thereof held on the 10th day of October, 1983, by the following vote:

AYES: Councilmen:

Pattinson, Kelly, MacAllister, Mandic

NOES: Councilmen:

Finley, Bailey

ABSENT: Councilmen:

Thomas

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

RESOLUTION No. 5309-A

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON BEACH ESTABLISHING A SPECIAL FEE FOR APPROVAL OF DEVELOPMENT APPLICATIONS IN THE DOWNTOWN SPECIFIC PLAN AREAS 1, 7 and 8-A
(COUNCILMAN THOMAS ABSTAINS)

WHEREAS, California Government Code section 65453(a) authorizes the city to be reimbursed the cost of preparing a specific plan; and

The city has prepared and adopted the Downtown Specific Plan for development of the area bounded by the Pacific Ocean on the south, and on the inland side by Goldenwest Street, Walnut Avenue, Sixth Street, Hartford Avenue, Lake Street, Atlanta Avenue, Huntington Street, and a line parallel to Atlanta Avenue extending from Huntington Street to Beach Boulevard, then south on Beach Boulevard to the Pacific Ocean; and

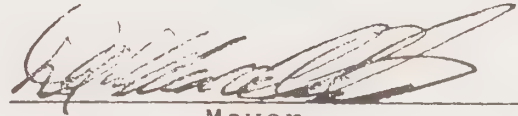
The total cost of preparation of such a plan has been determined to be \$_____.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Huntington Beach that the total cost of preparation of such plan shall be apportioned among owners of developable property in the areas reflected above at a charge of \$_____ per acre as a special fee at the time of development.

BE IT FURTHER RESOLVED that the aforementioned special fee shall be collected from each owner of developable property on acreage included in his application for development approval.

This resolution shall become operative on the effective date of Ordinance No. 2646-A.

PASSED AND ADOPTED by the City Council of the City of
Huntington Beach at a/^{adjourned} regular meeting thereof held on the 10th
day of October, 1983.



Mayor

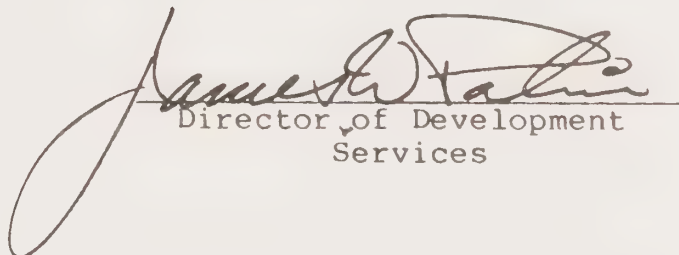
ATTEST:

APPROVED AS TO FORM:


City Clerk
City Attorney 

REVIEWED AND APPROVED:

INITIATED AND APPROVED:


City Administrator
Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular Adjourned meeting thereof held on the 10th day of October, 19 83, by the following vote:

AYES: Councilmen:

Pattinson, Kelly, MacAllister, Bailey, Mandic

NOES: Councilmen:

Finley

ABSENT: Councilmen:

Thomas

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

RESOLUTION No. 5309-B

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HUNTINGTON BEACH ESTABLISHING A SPECIAL FEE FOR
APPROVAL OF DEVELOPMENT APPLICATIONS IN THE DOWN-
TOWN SPECIFIC PLAN AREAS 2 AND 6
(COUNCILMEN THOMAS AND MANDIC ABSTAIN)

WHEREAS, California Government Code section 65453(a) authorizes the city to be reimbursed the cost of preparing a specific plan; and

The city has prepared and adopted the Downtown Specific Plan for development of the area bounded by the Pacific Ocean on the south, and on the inland side by Goldenwest Street, Walnut Avenue, Sixth Street, Hartford Avenue, Lake Street, Atlanta Avenue, Huntington Street, and a line parallel to Atlanta Avenue extending from Huntington Street to Beach Boulevard, then south on Beach Boulevard to the Pacific Ocean; and

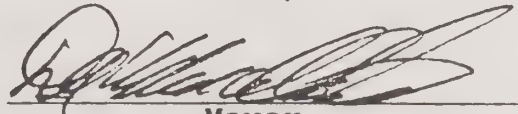
The total cost of preparation of such a plan has been determined to be \$_____.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Huntington Beach that the total cost of preparation of such plan shall be apportioned among owners of developable property in the areas reflected above at a charge of \$_____ per acre as a special fee at the time of development.

BE IT FURTHER RESOLVED that the aforementioned special fee shall be collected from each owner of developable property on acreage included in his application for development approval.

This resolution shall become operative on the effective date of Ordinance No. 2646-B.

PASSED AND ADOPTED by the City Council of the City of
Huntington Beach at a regular meeting thereof held on the 10th
day of October, 1983,



Mayor

ATTEST:

APPROVED AS TO FORM:



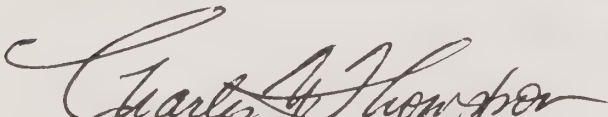
City Clerk



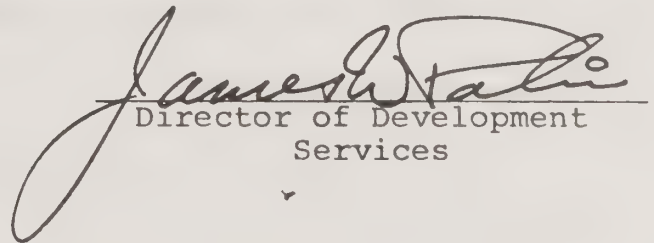
City Attorney *el*

REVIEWED AND APPROVED:

INITIATED AND APPROVED:



City Administrator



Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular Adjourned meeting thereof held on the 10th day of October, 1983, by the following vote:

AYES: Councilmen:

Pattinson, Kelly, MacAllister, Bailey

NOES: Councilmen:

Finley

ABSENT: Councilmen:

Thomas

ABSTAIN: Mandic

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

RESOLUTION No. 5309-C

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON BEACH ESTABLISHING A SPECIAL FEE FOR APPROVAL OF DEVELOPMENT APPLICATIONS IN THE DOWNTOWN SPECIFIC PLAN AREAS 3, 4, 5, 8-B, 9, 10 AND 11 (NO ABSTENTIONS)

WHEREAS, California Government Code section 65453(a) authorizes the city to be reimbursed the cost of preparing a specific plan; and

The city has prepared and adopted the Downtown Specific Plan for development of the area bounded by the Pacific Ocean on the south, and on the inland side by Goldenwest Street, Walnut Avenue, Sixth Street, Hartford Avenue, Lake Street, Atlanta Avenue, Huntington Street, and a line parallel to Atlanta Avenue extending from Huntington Street to Beach Boulevard, then south on Beach Boulevard to the Pacific Ocean; and

The total cost of preparation of such a plan has been determined to be \$_____.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Huntington Beach that the total cost of preparation of such plan shall be apportioned among owners of developable property in the areas reflected above at a charge of \$_____ per acre as a special fee at the time of development.

BE IT FURTHER RESOLVED that the aforementioned special fee shall be collected from each owner of developable property on acreage included in his application for development approval.

This resolution shall become operative on the effective date of Ordinance No. 2646-C.

PASSED AND ADOPTED by the City Council of the City of
Huntington Beach at a regular meeting thereof held on the 10th
day of October, 1983.



Mayor

ATTEST:

APPROVED AS TO FORM:



City Clerk



City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:



City Administrator



Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular Adjourned meeting thereof held on the 10th day of October, 1983, by the following vote:

AYES: Councilmen:

Pattinson, Kelly, MacAllister, Mandic

NOES: Councilmen:

Finley, Bailey

ABSENT: Councilmen:

Thomas



City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

ORDINANCE NO. 2646-A

AN ORDINANCE OF THE CITY OF HUNTINGTON BEACH
AMENDING THE HUNTINGTON BEACH ORDINANCE CODE
BY AMENDING SECTION 9061 THEREOF AND DISTRICT
MAPS 10, 12, AND 16 TO INCORPORATE THE DOWN-
TOWN SPECIFIC PLAN (ZONE CASE NO. 83-2-A)
(COUNCILMAN THOMAS ABSTAINS)

WHEREAS, pursuant to the state Planning and Zoning Law, the Huntington Beach Planning Commission and the Huntington Beach City Council have had separate public hearings relative to Zone Case No. 83-2-A wherein both bodies have carefully considered all information presented at said hearings, and after due consideration of the findings and recommendations of the Planning Commission and all evidence presented to said City Council, the City Council finds that such zone change is proper and consistent with the general plan,


NOW, THEREFORE, the City Council of the City of Huntington Beach does ordain as follows:

SECTION 1. That the present zoning included within Areas 1, 7 and 8-A of the Downtown Specific Plan, is hereby eliminated, and the specific plan established therefor provides regulated development in accordance with the objectives set out in such specific plan. Such Downtown Specific Plan areas are more particularly described in the attached Exhibit "A" hereof incorporated herein by this reference as though fully set forth herein.

SECTION 2. The Development Services Director is hereby directed to amend Section 9061, District Maps 10, 12 and 16 (Sectional District Maps 9-6-11 and 10-6-11, 11-6-11 and 14-6-11) to reflect Zone Case No. 83-2-A, described in Section 1 hereof. A copy of said district maps, as amended hereby are available for inspection in the office of the City Clerk.

SECTION 3. This ordinance shall take effect thirty days after its adoption.

PASSED AND ADOPTED by the City Council of the City of
Huntington Beach at a regular meeting thereof held on the _____
day of _____, 1983.


Mayor

ATTEST:

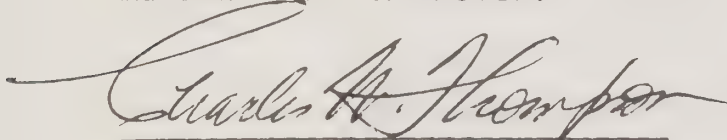
APPROVED AS TO FORM:

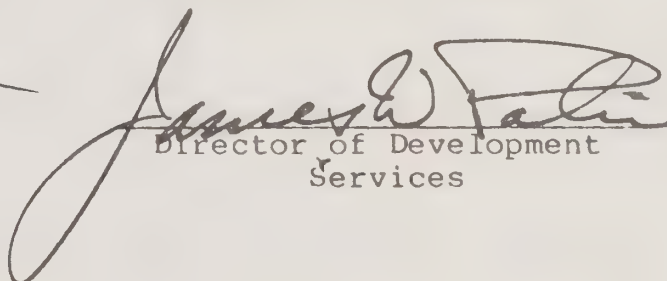

City Clerk


City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:


City Administrator


Director of Development
Services

LEGEND

- 1-Visitor-serving commercial with residential
- 2-Residential
- 3-Visitor-serving commercial
- 4-Residential with office(10% incidental commercial)
- 5-Commercial with office and residential
- 6-General commercial/residential/office
- 7-Visitor-serving commercial
- 8-Residential
- 9-Commercial/recreation
- 10-Pier commercial
- 11-Beach open space

#A



STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach and ex-officio Clerk of the City Council of the said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing ordinance was read to said City Council at a regular Adjourned meeting thereof held on the 10th day of October 19 83, and was again read to said City Council at a regular meeting thereof held on the 17th day of October, 1983, and was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council.

AYES: Councilmen:

Pattinson, Kelly, MacAllister, Finley, Bailey

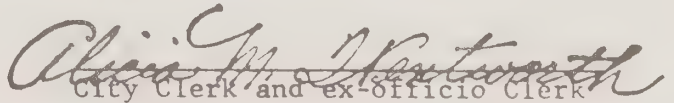
NOES: Councilmen:

Mandic

ABSENT: Councilmen:

None

NOT VOTING: Thomas


City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

ORDINANCE NO. 2646-B

AN ORDINANCE OF THE CITY OF HUNTINGTON BEACH
AMENDING THE HUNTINGTON BEACH ORDINANCE CODE
BY AMENDING SECTION 9061 THEREOF AND DISTRICT
MAPS 10, 12, AND 16 TO INCORPORATE THE DOWN-
TOWN SPECIFIC PLAN (ZONE CASE NO. 83-2-B)
(COUNCILMEN THOMAS AND MANDIC ABSTAIN)

WHEREAS, pursuant to the state Planning and Zoning Law, the Huntington Beach Planning Commission and the Huntington Beach City Council have had separate public hearings relative to Zone Case No. 83-2-B wherein both bodies have carefully considered all information presented at said hearings, and after due consideration of the findings and recommendations of the Planning Commission and all evidence presented to said City Council, the City Council finds that such zone change is proper and consistent with the general plan,

NOW, THEREFORE, the City Council of the City of Huntington Beach does ordain as follows:

SECTION 1. That the present zoning included within Areas 2 and 6 of the Downtown Specific Plan, is hereby eliminated, and the specific plan established therefor provides regulated development in accordance with the objectives set out in such specific plan. Such Downtown Specific Plan areas are more particularly described in the attached Exhibit "B" hereof incorporated herein by this reference as though fully set forth herein.

SECTION 2. The Development Services Director is hereby directed to amend Section 9061, District Maps 10, 12 and 16 (Sectional District Maps 9-6-11 and 10-6-11, 11-6-11 and 14-6-11) to reflect Zone Case No. 83-2-B, described in Section 1 hereof. A copy of said district maps, as amended hereby are available for inspection in the office of the City Clerk.

SECTION 3. This ordinance shall take effect thirty days after its adoption.


PASSED AND ADOPTED by the City Council of the City of
Huntington Beach at a regular meeting thereof held on the 17th
day of October, 1983.



Mayor

ATTEST:

APPROVED AS TO FORM:



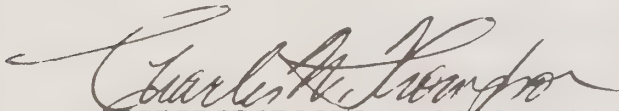
City Clerk



City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:



City Administrator

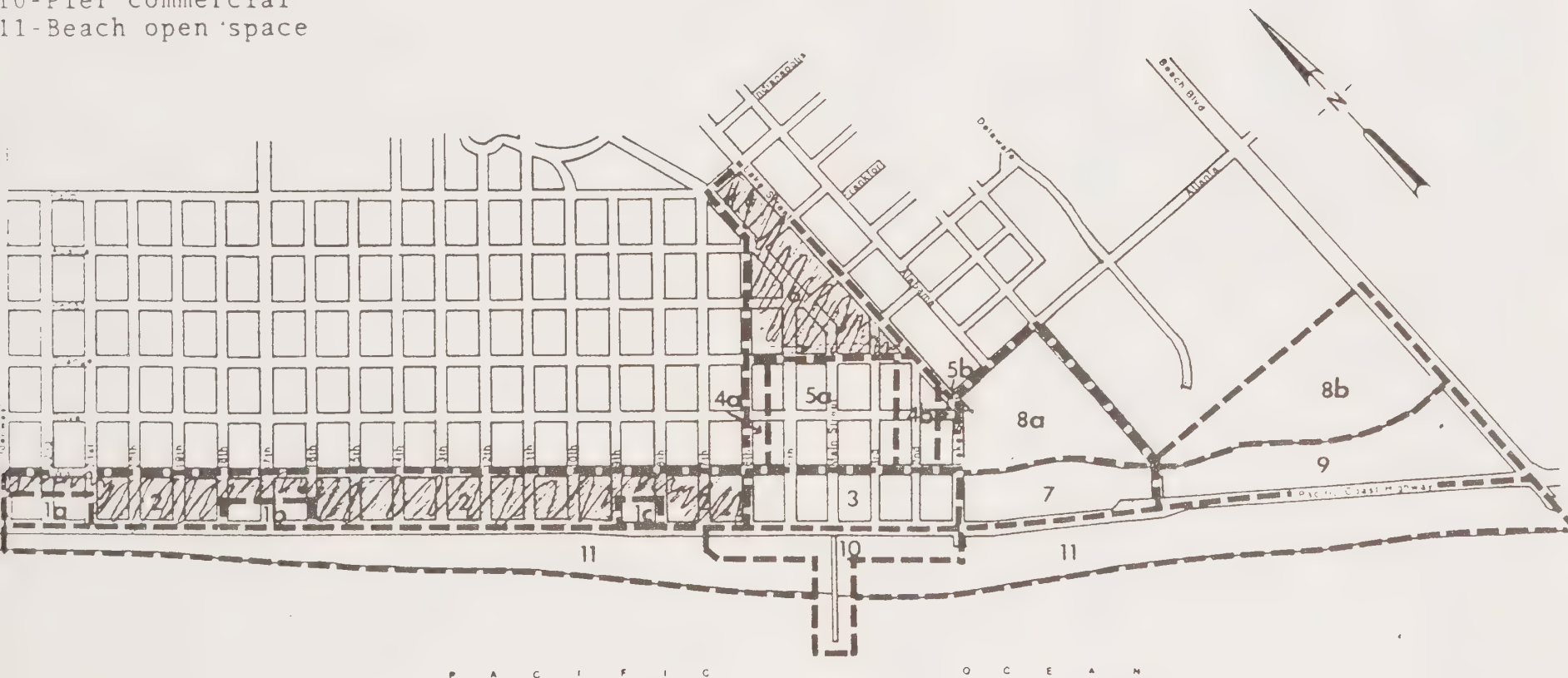


Director of Development
Services

LEGEND

- 1-Visitor-serving commercial with residential
- 2-Residential
- 3-Visitor-serving commercial
- 4-Residential with office(10% incidental commercial)
- 5-Commercial with office and residential
- 6-General commercial/residential/office
- 7-Visitor-serving commercial
- 8-Residential
- 9-Commercial/recreation
- 10-Pier commercial
- 11-Beach open 'space

B



ORDINANCE NO. 2646-C

AN ORDINANCE OF THE CITY OF HUNTINGTON BEACH
AMENDING THE HUNTINGTON BEACH.ORDINANCE CODE
BY AMENDING SECTION 9061 THEREOF AND DISTRICT
MAPS 10, 12, AND 16 TO INCORPORATE THE DOWN-
TOWN SPECIFIC PLAN (ZONE CASE NO. 83-2-C)
(NO ABSTENTIONS)

WHEREAS, pursuant to the state Planning and Zoning Law, the Huntington Beach Planning Commission and the Huntington Beach City Council have had separate public hearings relative to Zone Case No. 83-2-C wherein both bodies have carefully considered all information presented at said hearings, and after due consideration of the findings and recommendations of the Planning Commission and all evidence presented to said City Council, the City Council finds that such zone change is proper and consistent with the general plan,

NOW, THEREFORE, the City Council of the City of Huntington Beach does ordain as follows:

SECTION 1. That the present zoning included within Areas 3, 4, 5, 8B, 9, 10 and 11 of the Downtown Specific Plan, is hereby eliminated, and the specific plan established therefor provides regulated development in accordance with the objectives set out in such specific plan. Such Downtown Specific Plan areas are more particularly described in the attached Exhibit "C" hereof incorporated herein by this reference as though fully set forth herein.

SECTION 2. The Development Services Director is hereby directed to amend Section 9061, District Maps 10, 12 and 16 (Sectional District Maps 9-6-11 and 10-6-11, 11-6-11 and 14-6-11) to reflect Zone Case No. 83-2-C, described in Section 1 hereof. A copy of said district maps, as amended hereby are available for inspection in the office of the City Clerk.

SECTION 3. This ordinance shall take effect thirty days after its adoption.

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach and ex-officio Clerk of the City Council of the said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing ordinance was read to said City Council at a regular Adjourned meeting thereof held on the 10th day of October 1983, and was again read to said City Council at a regular meeting thereof held on the 17th day of October, 1983, and was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council.

AYES: Councilmen:

Pattinson, Kelly, MacAllister, Finley, Bailey

NOES: Councilmen:


None

ABSENT: Councilmen:


None

ABSTAIN: Mandic

NOT VOTING: Thomas


City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California


PASSED AND ADOPTED by the City Council of the City of
Huntington Beach at a regular meeting thereof held on the 17th
day of October, 1983.



Mayor

ATTEST:

APPROVED AS TO FORM:



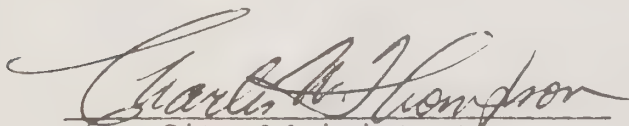
City Clerk



City Attorney *or*

REVIEWED AND APPROVED:

INITIATED AND APPROVED:



City Administrator



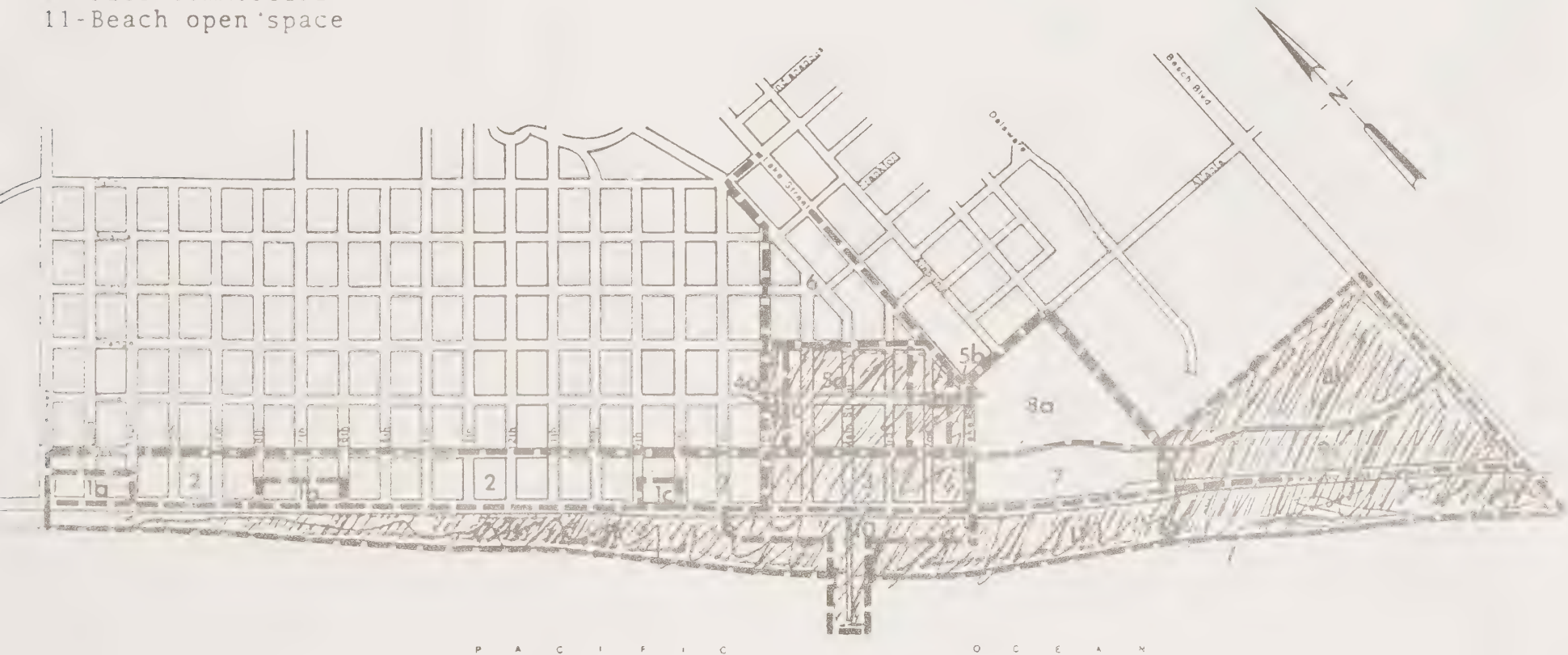
Director of Development
Services

LEGEND

- 1-Visitor-serving commercial with residential
- 2-Residential
- 3-Visitor-serving commercial
- 4-Residential with office(10% incidental commercial)
- 5-Commercial with office and residential
- 6-General commercial/residential/office
- 7-Visitor-serving commercial
- 8-Residential
- 9-Commercial/recreation
- 10-Pier commercial
- 11-Beach open space

#C

Base



STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach and ex-officio Clerk of the City Council of the said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing ordinance was read to said City Council at a regular Adjourned meeting thereof held on the 10th day of October 19 83, and was again read to said City Council at a regular meeting thereof held on the 17th day of October, 19 83, and was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council.

AYES: Councilmen:

Pattinson, Thomas, Kelly, MacAllister

NOES: Councilmen:

Finley, Bailey, Mandic

ABSENT: Councilmen:

None



City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

ORDINANCE NO. 2647-A

AN ORDINANCE OF THE CITY OF HUNTINGTON BEACH
AMENDING THE HUNTINGTON BEACH ORDINANCE CODE
BY ADDING SUBSECTION (c-1) TO SECTION 9300
REFERENCING THE DOWNTOWN SPECIFIC PLAN
(COUNCILMAN THOMAS ABSTAINS)

The City Council of the City of Huntington Beach does ordain
as follows:

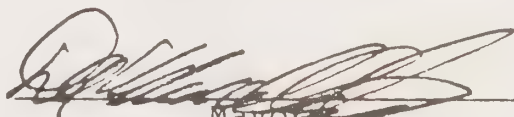
SECTION 1. The Huntington Beach Ordinance Code is amended by
adding subsection (c-1) to section 9300 to read as follows:

9300 SPECIFIC PLAN. The following specific plans are on
file in the office of the City Clerk and the Department of
Development Services:

- (a) Seabridge Specific Plan.
- (b) Huntington Harbour Bay Club Specific Plan.
- (c-1) Downtown Specific Plan Areas 1, 7 and 8-A.

SECTION 2. This ordinance shall take effect thirty days
after its adoption.

PASSED AND ADOPTED by the City Council of the City of
Huntington Beach at a regular meeting thereof held on the 17th
day of October, 1983.


Mayor

ATTEST:

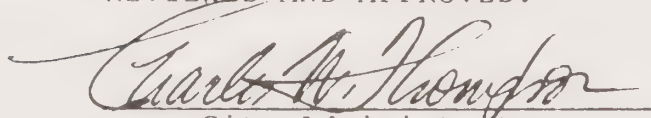
APPROVED AS TO FORM:


City Clerk


City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:


City Administrator


Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach and ex-officio Clerk of the City Council of the said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing ordinance was read to said City Council at a regular Adjourned meeting thereof held on the 10th day of October 1983, and was again read to said City Council at a regular meeting thereof held on the 17th day of October, 1983, and was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council.

AYES: Councilmen:

Pattinson, Kelly, MacAllister, Finley, Bailey, Mandic


NOES: Councilmen:

None

ABSENT: Councilmen:

None

NOT VOTING: Thomas


City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

ORDINANCE NO. 2647-B

AN ORDINANCE OF THE CITY OF HUNTINGTON BEACH
AMENDING THE HUNTINGTON BEACH ORDINANCE CODE
BY ADDING SUBSECTION (c-2) TO SECTION 9300
REFERENCING THE DOWNTOWN SPECIFIC PLAN
(COUNCILMEN THOMAS AND MANDIC ABSTAIN)

The City Council of the City of Huntington Beach does ordain
as follows:

SECTION 1. The Huntington Beach Ordinance Code is amended by
adding subsection (c2) to section 9300 to read as follows:

9300 SPECIFIC PLAN. The following specific plans are on
file in the office of the City Clerk and the Department of
Development Services:

- (a) Seabridge Specific Plan.
- (b) Huntington Harbour Bay Club Specific Plan.
- (c-2) Downtown Specific Plan Areas 2 and 6.

SECTION 2. This ordinance shall take effect thirty days
after its adoption.

PASSED AND ADOPTED by the City Council of the City of
Huntington Beach at a regular meeting thereof held on the 17th
day of October, 1983.



Mayor

ATTEST:



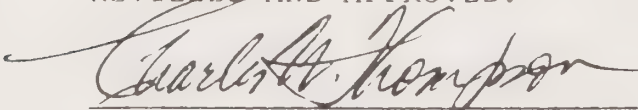
City Clerk

APPROVED AS TO FORM:



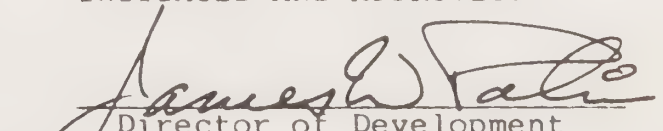
City Attorney

REVIEWED AND APPROVED:



City Administrator

INITIATED AND APPROVED:



Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach and ex-officio Clerk of the City Council of the said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing ordinance was read to said City Council at a regular Adjourned meeting thereof held on the 10th day of October 1983, and was again read to said City Council at a regular meeting thereof held on the 17th day of October, 1983, and was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council.

AYES: Councilmen:

Pattinson, Kelly, MacAllister, Finley, Bailey

NOES: Councilmen:

None

ABSENT: Councilmen:

None

ABSTAIN: Mandic

NOT VOTING: Thomas

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

ORDINANCE NO. 2647-C

AN ORDINANCE OF THE CITY OF HUNTINGTON BEACH
AMENDING THE HUNTINGTON BEACH ORDINANCE CODE
BY ADDING SUBSECTION (c-3) TO SECTION 9300
REFERENCING THE DOWNTOWN SPECIFIC PLAN
(NO ABSTENTIONS)

The City Council of the City of Huntington Beach does ordain
as follows:

SECTION 1. The Huntington Beach Ordinance Code is amended by
adding subsection (c-3) to section 9300 to read as follows:

9300 SPECIFIC PLAN. The following specific plans are on
file in the office of the City Clerk and the Department of
Development Services:


- (a) Seabridge Specific Plan.
- (b) Huntington Harbour Bay Club Specific Plan.
- (c-3) Downtown Specific Plan Areas 3, 4, 5, 8-B, 9, 10, and
11.

SECTION 2. This ordinance shall take effect thirty days
after its adoption.

PASSED AND ADOPTED by the City Council of the City of
Huntington Beach at a regular meeting thereof held on the 17th
day of October, 1983.


Mayor

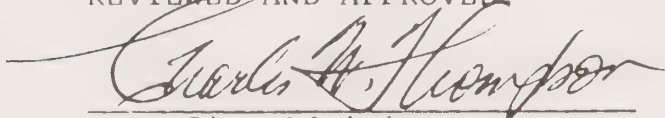
ATTEST:


City Clerk

APPROVED AS TO FORM:


City Attorney

REVIEWED AND APPROVED:


City Administrator

INITIATED AND APPROVED:


Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach and ex-officio Clerk of the City Council of the said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing ordinance was read to said City Council at a regular Adjourned meeting thereof held on the 10th day of October 1983, and was again read to said City Council at a regular meeting thereof held on the 17th day of October, 1983, and was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council.

AYES: Councilmen:

Pattinson, Thomas, Kelly, MacAllister,

NOES: Councilmen:

Finley, Bailey, Mandic

ABSENT: Councilmen:

None



City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

RESOLUTION NO. 1306

A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF HUNTINGTON BEACH APPROVING THE
DOWNTOWN SPECIFIC PLAN. (CODE AMENDMENT 83-2)

WHEREAS, Sections 65500-65507 of the California Government Code provide procedures for adoption of specific plans and regulations; and

WHEREAS, a specific plan herein referred to as the "Downtown Specific Plan" has been prepared containing the recommended contents of the above mentioned code sections; and

WHEREAS, the Downtown Specific Plan provides for development within a 336+ acre site bounded by the Pacific Ocean on the south, and on the inland side by Goldenwest Street, Walnut Avenue, Sixth Street, Hartford Avenue, Lake Street, Atlanta Avenue, Huntington Street to Beach Boulevard, then south on Beach Boulevard to the Pacific Ocean, which is consistent with the City's General Plan and will not be detrimental to the general health, welfare, safety and convenience of persons working or residing in the neighborhood; and

WHEREAS, the Planning Commission of the City of Huntington Beach, California, has held a public hearing in compliance with the State Government Code to review said Specific Plan;

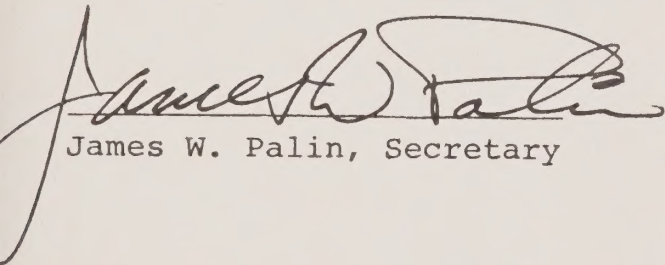
NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby approves the Downtown Specific Plan (Code Amendment 83-2); and

BE IT FURTHER RESOLVED that said Specific Plan is recommended for adoption by resolution, by the Planning Commission of the City of Huntington Beach.

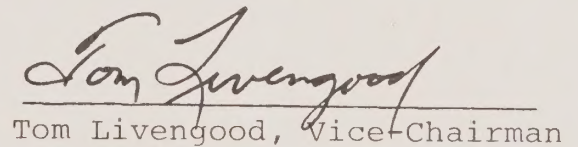
REGULARLY PASSED AND ADOPTED by the Planning Commission of the

City of Huntington Beach, California, on the 23rd day of August, 1983,
by the following roll call vote:

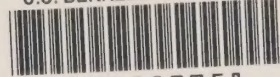
AYES: Higgins, Winchell, Livengood, Schumacher, Mirjahangir, Erskine
NOES: None
ABSENT: Porter
ABSTAIN: None



James W. Palin, Secretary



Tom Livengood, Vice-Chairman



DEPARTMENT OF DEVELOPMENT SERVICES

JAMES W. PALIN, Director
GLEN K. GODFREY, Deputy Director of Planning

PROJECT TEAM

JEANINE A. FRANK, Associate Planner
MICHAEL ADAMS, Assistant Planner
CLAUDETTE DUPUY, Assistant Planner
CAROL GORMAN, Planning Intern

SPECIAL ASSISTANCE

PAUL E. COOK, Director of Public Works
THOMAS D. TINCHER, Redevelopment Coordinator
PATTI SCHWARTZ, Word Processing Coordinator
DEBORAH ESPINOZA, Word Processing Senior
DEBORAH PLEDGER, Word Processing Senior
JANET MAYFIELD, Secretary

PAST PROJECT STAFF

JUNE W. CATALANO, Deputy Director of Planning
MICHAEL MULTARI, Associate Planner
WILLIAM GRIEMAN, Planning Aide

PLANNING DIVISION STAFF

FLORENCE WEBB, Senior Planner
SAVOY M. BELLAVIA, Senior Planner
JAMES R. BARNES, Associate Planner
CHARLES CLARK, Associate Planner
CAROL INGE, Assistant Planner
HAL SIMMONS, Assistant Planner
MICHAEL STRANGE, Assistant Planner
HOWARD ZELEFSKY, Assistant Planner
H. DIANE BORDER, Assistant Planner
MARC FIRESTONE, Assistant Planner
ROBERT ALDRICH, Acting Assistant Planner
ROBERT SIGMON, Planning Draftsman

DOWNTOWN CONSULTANTS

THE ARROYO GROUP
POD, Inc.
GREER & CO.
WILLIAMS-KUEBELBECK & ASSOC. Inc.



CITY OF HUNTINGTON BEACH

P.O. BOX 190

BUILDING DIVISION (714) 536-5241

DEPARTMENT OF DEVELOPMENT SERVICES

CALIFORNIA 92648

PLANNING DIVISION (714) 536-5271